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Tuesday, March, 12, 1974
Phalguna 21, 1895 (Saka)

LOK SABHA DEBATES

(Tenth Session)

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LOK SABHA

Tuesday, March 12, 1974/Phalguna 21, 1895 (Saka)

The Lok Sabha met at five minutes past Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Oil Exploration by 'Sagar Samrat'

*265. SHRI S. R. DAMANI :
SHRI RAMKANWAR :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the main features as to how the 'Sagar Samrat' has been put to use since its arrival from the Japanese suppliers; and

(b) the success achieved so far in oil exploration wih the use thereof ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b) The requisite information is as under :—

(i) It was first used to drill in the Tarapur structure in the Arabian Sea with effect from October 11, 1973. The projected depth of the well at this structure was 4,500 metres. Due to an under-ground blow out, which occurred at a depth of 2781 metres, this well had to be temporarily abandoned. No indications of the presence of oil or natural gas of any commercial significance were obtained in this well;

(ii) At present 'Sagar Samrat' is drilling a well in the Bombay High structure since February 8, 1974 and as on 5-3-1974 drilling had reached a depth of 1505 metres. In the course of a drill-stem-test at the interval of 962-990 metres, there were indications of presence of oil. The drilling of the well is being continued to its projected depth of 2,000 metres.

SHRI S. R. DAMANI : Sir, may I know from the hon. Minister whether any intensive survey was carried out to ascertain commercial availability of oil, before the 'Sagar Samrat' was put into use ? Secondly, I would like to know whether any negotiations are going on with the Burmah Oil Company for putting up another drilling platform in the same area and whether they are going to carry out intensive survey.

SHRI D. K. BOROOAH : Sir, commercial availability of oil can be found out only when drilling has been done. So far as the survey is concerned, the first survey was made by a Russian survey ship and they thought that it was a prospective area. After that, there was another survey known as the Sea Bed Survey carried out by a well-known French company, CGG and it was again re-interpreted by Offshore Dynamics of England and by ONGC together. We have had no discussions with the Burmah Oil Company in respect of any survey in this area. So far as Bombay High is concerned, it is exclusively reserved for drilling by ONGC.

SHRI S. R. DAMANI : Sir, my next supplementary question is, whether it is a fact that Government is going to place orders for a second drilling platform, and if so, what are the details of the same. What steps are being taken to avoid the deficiencies that were found in the 'Sagar Samrat' ?

SHRI D. K. BOROOAH : Firstly, there are no basic deficiencies in the 'Sagar Samrat'. Secondly, the problem of acquisition of another drilling platform for drilling in Bombay High is under consideration.

SHRI S. R. DAMANI : My question is, whether this platform will be able to work all the twelve months or not. The hon. Minister said that there are no basic deficiencies in the 'Sagar Samrat'. I would like to know, whether the platform will be able to work all the twelve months.

SHRI D. K. BOROOAH : Yes, it can work all the twelve months if it works in accordance with the climatic and wave conditions of the sea.

SHRI INDRAJIT GUPTA : May I know from the hon. Minister whether it is a fact that this French Company, to which he referred, namely, the CGG, had selected nine points for prospective drilling ? May I also know whether it is a fact that it is found that the Sagar Samrat is not able to drill at any of these nine points because of the height of the waves which affects the jack-up of the Sagar Samrat and because of the fact that the legs of the Sagar Samrat went deeper than they should go ? I would like to know whether these nine points, on the survey of which we paid quite a big sum to CGG, are proving infructuous and we are to have drilling at other structures. Then, may I also know whether it is a fact that the spares for the engines of the Sagar Samrat have been stocked in sufficient quantities, because everybody knows that the Japanese firm Mitsubishi had fitted the Sagar Samrat with second hand engines ? I would like to know whether the availability of spares will be there in case of necessity.

SHRI D. K. BOROOAH : The hon. Member had asked three questions instead of one Firstly, regarding the CGG survey, they had located 13 + 3 locations, 13 in deeper waters and 3 in shallow waters. In the first attempt the platform could not be jacked-up because of the rough nature of the sea as well as the presence of monsoon. The underwriters did not agree to the jacking up on these areas but later, as I said earlier, we made another re-interpretation of the survey data by another company called Off-shore Dynamics and also by our ONGC experts themselves. Then the underwriters came to the conclusion that it was possible and it was jacked up wihin the Bombay High on which the survey was made by the CGG.

Secondly, although the ship was built in the Japanese shipyard, the designers were the American Off-Shore Company and the technology also belongs to them. The Japanese firm, Mitsubishi, used in this platform not second hand machinery but what we call renovated electric installations, the price of which was fixed at 5 lakhs dollars, for which they gave us a compensation of 4 lakhs dollars. So far as the replacements are concerned, they are available

SHRI R. S. PANDEY : While congratulating the engineers and the workers, who are working round the clock and who have ultimately found oil, which is a very happy augury, may I know from the Minister whether any potential estimate has been given by digging more and more downwards as to what would be the commercial quantum which we are going to get ? Secondly, the other day I read in the newspapers that there was certain collaboration with some foreign firm for exploration and drilling. Which are those countries with whom we have agreements ?

MR. SPEAKER : He has gone too much beyond the question.

SHRI D. K. BOROOAH : So far as Bombay High is concerned, we are doing the drilling ourselves with this platform, and it is done by the ONGC. Of course, we have engaged foreign experts as drilling contractors. Drilling has reached 1,577 metres on 11-3-1974. It will have to dig up to 2,000 metres. So far as present indications go, we have struck

porus limestone, which is certainly a very good augury. We will have to make about 6 or 7 assessment wells around this area and then only we can come to a conclusion about the quantity of oil that could be made available. It is too early to hazard a guess.

SHRI SAMAR GUHA : I want to know from the hon. Minister whether it is a fact that in the case of on-shore drilling, for finding of oil, it takes at least 10 to 12 successful oil drillings to give an indication of the presence of oil and to develop it, it takes about 5 years and that, in the case of off-shore drilling it takes 2 to 3 years to give an indication of oil and to develop it, it takes about 18 months and, if that is so, whether it is a fact that already two drillings have proved successful and that there is a great prospect of getting oil in the Bombay off-shore and, if so, what steps the Government have taken to have another drilling platform. I would also like to know whether there are about 40 applications outstanding with the Government as regards foreign collaboration for exploration of oil in the off-shore area of Bombay.

SHRI D. K. BOROOAH . I am not aware that off-shore drilling takes only about 2 years. We sent out a team from our Ministry to North Sea and the North Sea oil was struck around 1969 and they will get oil in 1980. But in the meanwhile, a new technology has been devised, a conventional on-shore pipeline by which oil can also be produced and transported by mobile platform. That can be done in a shorter time. But it will be difficult to say how long it will take. It has been proved that it can be done in 2 years but that has been done only in one place, in Norway. Certainly, we will be interested in expediting it as early as possible so that we can meet our deficit at least to some extent.

So far as the second drilling platform is concerned, Bombay High is a very large area. There is an indication of oil in this area. It will be worthwhile to go in for another platform. But platforms are not readily available. So, we will have to buy or take on hire.

SHRI RAJA KULKARNI : The hon. Minister in his reply referred to two points One is that in Bombay High, the contract for drilling is exclusively given to the O.N.G.C. He also referred to an American Off-shore Company which has also been given a contract for design and technology. I would like to know the exact nature of relationship between the O.N.G.C's. work and the American Off-shore Company's work.

MR. SPEAKER : The hon. Member is going out of the scope of the Question.

SHRI RAJA KULKARNI : This arises out of the reply that he has given.

SHRI D. K. BOROOAH : I think, he has mixed up the two separate things. While replying to Shri Indrajit Gupta, I said that the platform was really designed by an American Off-shore Company and the technology was American but it was only built in a Japanese Shipyard. In reply to second question, I said that the work has been given to the O.N.G.C. but the O.N.G.C. has appointed a general contractor the Off-shore International S A They are working together. The ship in which the platform is being built, it is being done by an Indian, Capt. Shulikar. But the mechanical part of the work is done under the guidance of an American engineer.

Decision to Acquire Another Custom Built Drilling Platform

*269. SHRI RAM BHAGAT PASWAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government have decided to go in for another custom built drilling platform to step up drilling operations in the shelf area; and

(b) if so, the total expenditure involved ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) The question of stepping up exploration in the various parts of the Indian Continental Shelf, by the use of another suitable mobile off-shore drilling unit either by contracting or by acquisition of a new platform is under ONGC's consideration.

(b) It is too early to say anything about the expenditure involved.

SHRI RAM BHAGAT PASWAN : May I know what steps are being taken by the Government to ensure that there is no defect in the proposed platform as had been observed in the case of Sagar Samrat ? I also want to know whether any decision on design of the drilling platform has been taken and if so, the details thereof.

SHRI D K. BOROOAH : If I have understood his question aright, I have already replied to it.

SHRI INDRAJIT GUPTA : May I know whether it is a fact that some time ago a foreign firm had made an offer for designing a new drilling platform—not mobile necessarily,—which they said could be constructed in our Mazagaon Docks in Bombay and they were also prepared to train the personnel required for it ? I want to know whether any such proposal for indigenously constructing a drilling platform, if necessary with foreign technical help, is under consideration, so that in future we may use such indigenously-built platform for further exploration work.

SHRI D. K. BOROOAH : So far as drilling in the waters of Bombay High is concerned, the kind of platform they will need is a self-propelling and self-elevating one; that, I do not think, can be built in this country right now. The platform we need is a mobile platform and not a stationary one.

SHRI SAMAR GUHA : I do not know what is the reason for the hon. Minister giving all the information in a suppressed voice although there is enough reason for him to be jubilant—because the prospects of finding oil, according to the recent reports, are very high; if that comes true, we may reach self-sufficiency in oil production by the end of 1977. This is the reason why I want to know whether the Government will give consideration to getting a second platform very soon, by what time and how soon it will be done, so that oil-perspecting can be conducted in a proper manner without any delay.

SHRI D. K. BOROOAH : I have not been blessed with a loud voice as my hon. friend, Shri Samar Guha, has been; so, I have to reply only with my feeble voice; I cannot help it I am grateful to the hon. Member for the suggestion he has made I will certainly try to expedite it as early as possible.

MR. SPEAKER : That is a nice way of replying to the question.

Conversion of Diesel Pumping Sets to Electrical ones by R.E.C.

1271. SHRI P M MEHTA :
SHRI V. MAYAVAN :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Rural Electrification Corporation of India plans to take up large scale financing of special projects for conversion of diesel pumping sets into electrical ones;

(b) whether any study has been undertaken in various States in this regard; and

(c) if so, the main features thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) to (c). A statement is laid on the Table of the House

STATEMENT

(a) to (c). The Rural Electrification Corporation has no plans at present to take up special schemes for conversion of diesel pumpsets to electrical ones. In the normal

programmes of the Corporation, however conversion of diesel sets to electric ones is included.

The Rural Electrification Corporation has initiated broad studies on a pilot basis in a few States where the number of pumping sets is quite large, and where there is a large element of diesel pumps in service. Presently relevant date including those relating to strengthening and erection of transmission and distribution lines, requirement of additional power, financial requirements of the farmers for installation of the electric pumping sets etc are being collected.

SHRI P. M. MEHTA : I would like to know from the hon. Minister the names of the States where the Rural Electrification Corporation has initiated this study and whether any time limit has been prescribed for the study and when will the final decision be taken.

SHRI K. C. PANT : The names of the States are : Uttar Pradesh, Gujarat and Maharashtra. Because in these States there are a number of diesel sets, the question of conversion can best be studied in these States.

No time limit as such has been set The Corporation is engaged in collecting the data.

In the meantime, the Corporation, as a part of its normal activity, also undertakes to convert some diesel sets to electric sets but this is in a small way. Ultimately, it is the provision of finance by the Planning Commission that determines how far the Corporation can go in the direction of conversion of diesel sets to electric sets.

SHRI P. M. MEHTA : I would like to know whether it is a fact or not that the Government of Gujarat could not undertake this study because the minds of the Government employees are greatly agitated and they have joined the popular agitation demanding the dissolution of the Assembly and administration there is at a stand-still. If so, what measures do the Government propose to take to finish this study as early as possible ?

SHRI PILOO MODY: And dissolve the Assembly.

SHRI K. C. PANT : As I said, Gujarat is one of the States where the Rural Electrification Corporation is carrying out this study and with the co-operation of my friend, these studies can be carried out better and peacefully.

SHRI P. M. MEHTA : My question was that the administration in Gujarat is at a stand-still and the employees of the Government have joined the agitation in one way or the other, by mass casual leave, etc Under these circumstances what measures do the Government propose to take to complete this study as early as possible ?

SHRI K. C PANT : So far as the larger question is concerned, that was debated yesterday in the House and that, of course, affects all activites in Gujarat at the moment. But, so far as the developmental activity of this kind is concerned, since all of us are interested in it, I had appealed for his co-operation.

SHRI DINESH CHANDRA GOSWAMI : The statement says that the Rural Electrification Corporation is making studies in some of the States where the number of pumping sets is quite large In view of the fact that in some States rural electrification is making headway whereas in some other States there has been hardly anything done in the matter of rural electrification, may I know what steps the Government is taking to make available the results of these studies to those States which are lagging behind and also for the effective implementation of the programme of rural electrification in those backward States ?

SHRI K. C. PANT : As a matter of fact, the Corporation is paying special attention to backward States and I have before me a list of the projects taken up

in the different States. There is no study which has been totally left out. For the information of the hon. Memebr, Assam has 12 schemes.

SHRI R. S. PANDEY : Of all the States, Madhya Pradesh is the most backward.

SHRI BHOGENDRA JHA : Is it a fact that the REC has stopped the grants to Bihar on the ground that the grant made earlier has been spent on some other project ? If so I want the details thereof. I want to know whether it is going to resume the grants to Bihar now or not.

MR. SPEAKER : He has mentioned two or three States only

SHRI K C PANT : I don't have the information now with me. I am afraid we are straying a little too far from the main question now.

SHRI BUTA SINGH : The reply is quite vague and evasive. I expected and I hoped that with the coming of Shri K. C. Pant to this Ministry the replies of this Ministry will be more clear He says that the Rural Electrification Corporation has no plants at present to take up special schemes for conversion of diesel pumpsets to electrical ones. But in the second para he says that some pilot projects are being taken up. We do not know, the House does not know, how much allocation has been made and what are the pilot projects and which are the States which are covered. In my State the poor farmers have to make both the arrangements, both for the electric engines as well as the diesel engines but they are suffering as both are not running, neither the electric engine nor the diesel engine are running. I would like to know from the hon Minister whether he would ensure at least a minimum guarantee in order to work the diesel pumpsets. Would he kindly give some assurance that the minimum running of these engines will be assured to the farmers and what are the pilot projects in the various States which are being taken up by the Government of India ?

SHRI PILOO MODY : And the allocation thereof . . .

MR. SPEAKER : You came a bit late; he has mentioned it.

SHRI K. C. PANT : The attempt will always be to satisfy my hon. friend and give very clear replies. What I said was, the Corporation has no plans to take up special schemes. But, as part of its normal functioning, it does convert diesel sets into electric sets on a small scale. There are no pilot projects except for study of the problems, of the extra electricity that will be required, of extention of transmission lines, the extra credit that will be required by the farmers to work out the pumpsets etc. This is a study that is being carried out and the situation has not been finalised as yet and the data will be coming in and therefore there is no question of allocation at this stage. So the allocation will be made later on As far as the other question is concerned I can't give any assurance about supply of diesel to Punjab. But so far as power is concerned we do try to help out any State which is in need by appealing to neighbouring States to give some of the power and in the case of Punjab I can tell him that the Ministry of Petroleum and Chemicals have been quite understanding and helpful and has agreed to cut down consumption of Nangal Fertiliser Plant for about a month so that extra power can go to Punjab at this stage when they need power for the rabi crop.

SHRI BUTA SINGH : Thank you.

SHRI DINEN BHATTACHARYYA : I want to know whether the Government of India has received an alarming intimation from the West Bengal Government saying neither is there electricty nor diesel and as a result of that small factories in the rural areas run by diesel have been completely stopped. As such, the Government of West Bengal has appealed to the Union Government and they have demanded immediately the minimum supply of diesels to the West Bengal area so that the pumpsets may be put in a condition of running.

SHRI K. C. PANT : I have been trying to recollect any communication that I may have received from the Government of West Bengal. I have not received any communication with regard to any difficulties so far as the supply of power to pump set is concerned.

My impression is that West Bengal, by and large, is not very much deficient in power although they had a temporary difficulty when one of the plants was burnt down in Durgapur which has created this difficulty. About the pump sets in the rural areas, I have not received any communication. I have been trying to remember it. I cannot remember it.

Railway's failure to Transport coal to Destinations

*274. SHRI MOHINDER SINGH GILL: Will the Minister of RAILWAYS pleased to state:

(a) whether alround shortage of coal in the country has been due to failure of the Railways to carry it to various destinations in time; and

(b) if so, the reasons therefor and the steps being taken to ease the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). There is no shortage of resources as such for the movement of coal to the various consumers. The availability of rail transport has, however, been frequently affected by factors like power shedding affecting train running, innumerable staff and public agitations, wild-cat strikes, 'go slow', political bundhs, squatting on track preventing train running, breaches, etc. Railways will find no difficulty in meeting the demands of coal movement to various consumers given normal conditions of working.

श्री महेन्द्र सिंह गिल : मैं यह जानना चाहता हूं कि पंजाब को पिछले साल के मुकाबले में इस साल ज्यादा कोयला मिला है या कम।

श्री मुहम्मद शफी कुरेशी : माननीय सदस्य किस किस्म के कोयले के बारे में जानना चाहते हैं ? स्टीम कोल, स्मैल्टिंग कोल या कौन सा कोल ?

श्री महेन्द्र सिंह गिल : उन सब के बारे में अलग-अलग बता दें।

श्री मुहम्मद शफी कुरेशी : जहां तक इंडस्ट्री के लिए स्टीम कोल का ताल्लुक है न्यूनतम आवश्यकता पूरी की गई है।

श्री मूल चन्द डागा : राजस्थान में कितनी रेल गाड़ियां कोयले की शार्टेज की वजह से बन्द हैं और कितने महीने से बन्द हैं ?

श्री मुहम्मद शफी कुरेशी : मेरे पास इस वक्त राजस्थान की अलग फिगर्ज नहीं हैं।

श्री मूल चन्द डागा : राजस्थान में कोयले की कमी की वजह से सब गाड़ियां बन्द हैं।

श्री मुहम्मद शफी कुरेशी : सब बन्द नहीं है।

श्री मूल चन्द डागा : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं दिया गया है।

अध्यक्ष महोदय : अगर माननीय सदस्य किसी जेनेरल क्वेश्चन के अलावा कोई खास इनफर्मेशन चाहते हैं तो उन का उस के लिए नोटिस देना चाहिए।

SHRI INDRAJIT GUPTA: Does the Minister know through numerous press reports and photographs appearing in newspapers that huge stocks of coal have accumulated at various pitheads, particularly, in the Raniganj area? The management of the collieries claim that these stocks cannot be cleared because of non-availability of rakes. As a result, many of the stocks of coal which are piled up catch fire—coal is combustible—and so, may I know from him what is the exact position with regard to the supply of rakes to clear the coal from the pitheads in the Raniganj area? If there is any dificiency in this regard, what is the reason for that and what steps are being taken to expedite it?

SHRI MOHD. SHAFI QURESHI: So far as outlying coal field is concerned we

do not experience any difficulty because we have been loading coal from Singareni, Singrauli and Talcher fields to the tune of 2295 as against 2354. There was difficulty in the Raniganj area because we were not able to take the full load on account of our own staff trouble which dislocated the train services. It is easy to dislocate the train service but it takes time to resume the normal services. We carried about five hundred wagons less per day as compared to the last year. If normal conditions are restored we will be able to take all the load available from the pit heads.

Drilling Operations at Different places in Kerala

*275. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of places in Kerala where drilling operations have been undertaken by Oil and Natural Gas Commission at present;

(b) the places in Kerala where further operations will be taken up during the Fifth Five Year Plan; and

(c) the prospects of oil and gas in Kerala?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) No drilling operations have so far been carried out by the O.N.G.C. in Kerala State.

(b) No drilling operations are at present envisaged in Kerala State during the Fifth Five Year Plan.

(c) The Prospects of finding oil and gas in Kerala are not encouraging as the thickness of the sediments there is rather small.

SHRIMATI BHARGAVI THANKAPPAN: I would like to know whether the Minister had any discussions with the Chief Minister of Kerala recently regarding undertaking drilling operations in the State of Kerala?

SHRI D. K. BOROOAH: I did not have any discussion with the Chief Minister but the Industries Minister had written to me and we looked into this question on the basis of information and data available at our disposal. We find that so far as the land areas are concerned they are not considered to be prospective. So far as the off-shore area is concerned the Soviet survey team did not indicate any prospective areas there. Later in 1973 the Shell International made a survey. They have submitted the report which is under consideration. But, Sir, in the meanwhile some foreign companies have asked for exploration of the Kerala off-shore That is the information which we have got.

SHRIMATI BHARGAVI THANKAPPAN: Whether the Ministry have received any encouraging report from the experts? If so, what is the reaction?

SHRI D. K. BOROOAH: So far as the on-shore is concerned the report is not encouraging As regards off-shore the first report by the Soviet vessel was not encouraging but in 1973 the Shell International submitted a report which is under consideration. But in the meanwhile some of the foreign companies who are asking for concessions in this area for drilling have asked for coast of Kerala.

SHRI R. BALAKRISHNA PILLAI: There is a survey conducted by an officer connected with Naval Dapartment saying that, large deposits of prawns are seen wherever there are oil deposits. Whether this has been brought to the notice of the Government and are the Government considering that statement.

SHRI D. K. BOROOAH: I do not really recollect having seen this in my Ministry. We will be guided by the experts of ONGC and other experts, geologists and geophysicists. None of them has said that the on-shore areas in Kerala are prospective.

SHRI C. K. CHANDRAPPAN: The hon. Minister had stated that there are reports submitted by various foreign experts stating that the off-shore is prospective.

SHRI D. K. BOROOAH: No, I did not say that.

SHRI C. K. CHANDRAPPAN: Off-shore, not on-shore. What are the broad features of those reports submitted by the various experts? Secondly, when Government are thinking that it may not be prospective, the Minister himself stated that some private foreign companies have approached us for drilling. Why have they done so? There must be some reason for it.

SHRI D. K. BOROOAH: They may have their own reasons I will read out from the report I have.

Sediments older in age than Miocene have not been found present. The sedimentation history of this basin started in the Miocene period, with the deposition of the Quilon lime stone, which attain a thickness of 65 ft. near Pavaroor. These limestones are marine in nature. The next younger sedimentary strata are the Varkalai beds, the thickness of which is about 250 ft. They do not contain marine fossils. They consist mainly of peaty clays, thin seems of lignite, grey sandy clays, buff to pink sandstones (some times current bedded), grits and detrital laterite.

Some wells for ground water were drilled to depths more than 1000 ft. without encountering the basement. Much of the sequence drilled through consists of black, rich organic clay with intercalated, poorly cemented sands with shell fragments. A few thin beds of peat have also been met. Encrustations of iron sulphide and, occasionally, plant remains replaced by marcasite, are found in clays and peat beds. The lithological association appears to be typical of Paralic and lagoonal environment.

So far as the off-shore is concerned, three regional reconnaissance seismic profiles were run between Kerala coast and Laccadive islands, by utilising the services of a fully equipped and fully manned Soviet offshore seismic survey ship. The continental shelf off Kerala coast is narrow. The seismic profiles run by the Soviet ship indicate that the thickness of the sediments in the continental shelf area is small, which is a discouraging result from the point of view of oil prospects. Beyond the continental shelf area, the thickness of the sediments increases. However, here the water depth is too much to undertake drilling and exploit oil and gas deposits if such deposits should happen to be present, economically.

In view of the above-mentioned results of the geological and gravity survey work in the land area and the regional seismic profiles in the offshore area, there is no plan to carry out further work in this area in the near future

After that we got another survey made including portions of Kerala coast in 1973 by the seismic vessel *Lady Glovita* belonging to the Shell International Petroleum Company. The results of these surveys have recently been submitted by Shell International Petroleum Company and are now being examined by the ONGC. Certain foreign parties have also shown interest in exploration of the various areas lying in our continental shelf including the area adjoining the Kerala coast. I do not know the reasons why they have done so. As I said, the report received from *Lady Glovita* recently is under consideration.

SHRI P. K. DEO: Lately there have been lots of activity of drilling oil in the territorial waters of this country. Because the continental shelf varies from area to area—it is very broad near Bombay and narrow towards Kerala—will Government consider the question of extending the territorial waters upto twelve miles as has been done by Iceland?

SHRI D. K. BOROOAH: It is a good suggestion.

व्यर्थ खर्च को रोकने के उपाय सुझाने के लिए समिति

*279 श्री मूल चन्द डागा क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे में हो रहे भारी घाटे को देखते हुए गैर-योजना खर्चों को कम करने के लिये क्या आर्थिक उपाय किये गये हैं तथा अब इस खर्च में कितनी कमी की गई है, और

(ख) क्या सरकार का विचार कभी कोई ऐसी समिति नियुक्त करने का है जो रेलवे में व्यर्थ खर्चों को रोकने के उपायों का सुझाव दे सके ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) A statement is placed on the Table of the Sabha

Statement

(a) Vigorous measures have been taken to effect economy in railway expenditure. Suitable *ad hoc* cuts were imposed during 1973-74 on such items as 'contingencies', 'travelling allowance', 'daily allowance', and 'petrol consumption'. Similarly, expenditure was sought to be curtailed by applying a complete ban on creation and filling up of all gazetted posts, limited creation of non-gazetted posts and non-filling up of vacancies for more than six months, reduction in the holding of conferences and seminars, restrictions on official entertainments, and use of staff cars, avoidance of ostentatious expenditure of all kinds including expenditure on renovation of buildings, reduction in expenditure on air travel etc. A system of 'exchequer control' was also introduced to control cash disbursement in accordance with the budget schedule As a result of these measures, a reduction of about Rs. 17 crores is anticipated in the working expenses of the Railways during 1973-74.

(b) There is no such proposal under Government's consideration.

श्री मूल चन्द डागा : उपसभापति महोदय, कुरेशी साहब ने बड़े जोर से स्टेटमैन्ट दिया कि रेलवे व्यय में मितव्ययता लाने के लिए जोरदार उपाय किये जा रहे हैं। यह स्टेटमैन्ट बड़ा जोरदार है। अब आप यह बतलाइये कि जो आप का रेलवे बोर्ड है उस में प्रशासनिक खर्चा कितना है और उसके अन्दर मेम्बर साहबान के रहने की सुविधायें सैलून में घूमने की सुविधायें इन सब में आप ने कितनी मितव्ययता बरती है ?

श्री मुहम्मद शफी कुरेशी रेलवे बोर्ड के बारे में हमेशा ही शिकायत रहती है लेकिन मैं आप को बतलाना चाहता हूं कि रेलवे बोर्ड के मेम्बर्स ने अपनी जिन्दगी रेलवे के साथ ही वाबस्ता कर रखी है और इन की हमेशा यही कोशिश रहती है कि जहां तक इकानमी हो सके की जावे। अभी हाल में रेलवे बोर्ड में एक छोटा सा ओवर टाइम कम करने से नकरीबन 1.77 लाख रुपये की बचत हुई है। इस लिये रेलवे बोर्ड में बचत करने की पूरी कोशिश की जा रही है।

श्री मूल चन्द डागा मेरा प्रश्न था कि इन का प्रशासनिक खर्चा कितना है और उस में कितनी मितव्ययता की गई है। उन के बंगला की मैन्टेनेन्स सैलून में घूमने के तरीका में कितनी कमी की गई है। मेरा सवाल यह था लेकिन जवाब कुछ और दिया जा रहा है।

श्री मुहम्मद शफी कुरेशी . जहां तक सैलून का ताल्लुक है अब तो सैलून नहीं रहे। इन्वैलिड कैरिज हैं जिन का इस्तेमाल कम से कम किया जाता है और खास ड्यूटी पर जाना हो तब किया जाता है। आम तौर से जितने सैलून हैं उन का इस्तेमाल प्रेजिडेन्ट और गवर्नमेंट के लिये वक्फ कर रखा है। जहां तक मकामों की सुविधा का सवाल है यह कोई नई चीज नहीं है पहले से उनको यह सुविधा दी गई है इसमें हम कोई कटौती नहीं करना चाहते हैं।

श्री मूल चन्द डागा पब्लिक एकाउन्ट्स कमेटी और सब ने आप की रेलवे प्रोटेक्शन फोर्स को जिस पर करोड़ो रुपया खर्च होता है वेस्टफुल एक्सपेन्डिचर माना है और यह भी माना है कि इस से कोई लाभ नहीं होता है इस को हटाना या कम करना चाहिये क्योंकि आप को हर मौके पर स्टेट्स की पुलिस की मदद लेनी पड़ती है – इस पर आप की क्या कहना है ?

श्री मुहम्मद शफी कुरेशी : रेलवे प्रोटेक्शन फोर्स को हटाने का सवाल पैदा नहीं होता बल्कि उस में कुछ सहोत्तरी करने का हमारा विचार है।

SHRI G. VISWANATHAN: would like to know from the Minister the percentage of administrative cost compared to the total expenditure on the railways per annum.

SHRI MOHD. SHAFI QURESHI: The staff cost is about 60 per cent of the total expenditure.

श्री संकर दयाल सिंह : इस प्रश्न के दो भाग है क और ख। क का जवाब दिया है लेकिन ख में लिखा है कि क्या आप कोई ऐसी समिति गठित करेंगे जो रेलवे को यह सुझाव दे कि खर्चे मे कैसे कमी की जा सकती है। क्या आप इस पर कुछ प्रकाश डालेंगे ?

श्री मुहम्मद शफी कुरेशी : इस पर पहले ही पी० ए० सी० और कन्वेन्शन कमेटी गौर कर चुकी हैं इस लिये अलेहदा कोई कमेटी बनाने का सवाल पैदा नही होता।

SHRI P. G. MAVALANKAR: Without going into the question of the Railway Board—its abolition or continuance—may I know whether the Government are taking any active and concrete steps with regard to the reduction of expenditure on the railways without loss of efficiency and which will be in tune with the conditions obtaining in this country especially with regard to travelling by air-conditioned coaches and saloons, etc.?

MR SPEAKER: You are just repeating the previous question.

SHRI MOHD. SHAFI QURESHI: I have replied to the question already.

SHRI DINESH CHANDRA GOSWAMI: Since one of the reasons for wasteful expenditure is the lack of co-ordination in the movement of wagons, because in some places you find scarcity of wagons and in some places the wagons are lying waste, may I know what steps the Government are taking for co-ordinating the movement of wagons to remove wasteful expenditure?

SHRI MOHD. SHAFI QURESHI: It is a suggestion for action.

SHRI SAMAR GUHA: Is it a fact that a committee was set up under the chairmanship of Acharya Kripalani when he was a Member of this House to go into the question of corruption and wasteful expenditure in the Railways and that the committee made certain recommendations? Had the Government implemented any of those recommendations?

SHRI MOHD. SHAFI QURESHI: need notice for this question.

श्री मुहम्मद इस्माइल रेलवे में जो बहुत सी बेकार की चीजे हैं जिन पर खर्चे को कम करने की जरूरत है। आप इन खर्चों को कम करने के बारे में किन लाइन्ज पर सोच रहे हैं – क्या इण्डियन एम्पर लाइन्ज के लाल साहब की तरह से सोच रहे हैं या कोई नई स्कीम तैयार कर रहे हैं जिससे की खर्चे को कम किया जा सके ?

श्री मुहम्मद शफी कुरेशी : कोई नई स्कीम तो नही बनी हैं इस के लिए स्कीमे तो पहले से ही मौजूद हैं। इस सिलसिले मे रेलवे का एप्रोच यह है कि जब तक सारे स्टाफ का इन्वास्वमेंट नहीं होगा तब तक एक्सपेन्डिचर कम नही होगा। हमारी कोशिश यह है कि बजाय इसके कि सर्कुलर्स ईशू किये जाय आर्डर्ज निकाले जाय उसमे स्टाफ का इन्वास्वमैंट हो ताकि खर्चे मे कमी हो सके।

SHRI S. M. BANERJEE: My hon. friend Samar Guha asked about the recommendations of a committee headed by Acharya Kripalani. Is he aware that Shri Kripalani resigned from that Committee stating that had he remained in that Committee he would have been corrupted and is that the reason why the recommendations were not implemented? He made a statement in this House explaining why he resigned from that committee.

SHRI MOHD. SHAFI QURESHI: asked for notice for that question.

WRITTEN ANSWERS AND QUESTIONS

Negotiations with U.S. Firms for Offshore Drilling

261. SHRI VEKARIA:
SHRI ARVIND M. PATEL:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether India has been negotiating with U.S. oil firms for off-shore drilling; and

(b) if so, the names of the firms and the final outcome thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b) At present negotiations are going on with selected foreign parties for oil exploration, development and production in some of the offshore areas. It is not in the public interest to disclose any details in this connection.

Shortage of Coal in Power Generation Plants of DESU

'262. SHRI K. M. MADHUKAR:
SHRI SUKHDEO PRASAD VERMA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the shortage of boiler furnance coal has recently threatened the power production of the power generation plants of Delhi Electric Supply Undertaking;

(b) if so, the main features thereof; and

(c) the steps taken to overcome this difficulty ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) to (c) Though the general level of coal stocks at the power stations has been low, there has been no occasion recently when the shortage of coal for the power generation plants of Delhi Electric Supply Undertaking has affected power generation. The coal availability situation is watched on a daily basis by an inter-ministerial Control Room set up in the Railway Board and prompt remedial action is taken to meet difficulties that may arise.

Western Kosi Canal Project

*263. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether work on the Western Kosi Canal Project was inaugurated in January, 1974;

(b) if so, whether the Central Government had approved the scheme; and

(c) the main features thereof?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) Yes, Sir. Work on the Indian portion of Western Kosi Canal was inaugurated in January, 1974.

(b) Yes, Sir.

(c) The estimated cost of the project is Rs. 41.62 crores. The project would provide irrigation facilities to an area of 3.25 lakh hectares in Bihar and 0.26 lakh hectares in Nepal.

औषधि (मूल्य नियंत्रण) आदेश, 1970 और संश्लिष्ट रबड़ (मूल्य नियंत्रण) आदेश, 1969 के अन्तर्गत आने वाली वस्तुओं के मूल्य

*266. डा० लक्ष्मी नारायण पांडेय क्या पैट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गत तीन वर्षों में औषधि (मूल्य नियंत्रण) आदेश 1970 और संश्लिष्ट रबड़ (मूल्य नियंत्रण) आदेश 1969 के अन्तर्गत आने वाली वस्तुओं के मूल्यों में कोई परिवर्तन नहीं किया गया है ; और

(ख) यदि हां तो उसके क्या कारण हैं ?

पैट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शहनवाज खां) : (क) जी नहीं । औषध (मूल्य

नियन्त्रण) आदेश 1970 और संलग्न रबड़ (मूल्य नियन्त्रण) आदेश 1969 के अन्तर्गत आने वाली वस्तुओं के मूल्य में जहां कहीं न्यायसंगत समझा गया परिवर्तन किए गए हैं ।

(ख) प्रश्न नहीं उठता ।

Annual Loss suffered by Public Sector Refineries

*267. SHRI M. SUDARSANAM: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether public sector refineries are incurring a loss of about 50 crores annually; and

(b) if so, the reasons therefor and remedial steps taken?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) No, Sir.

(b) Does not arise.

Demand for card pass and complimentary passes by All India Railway Accounts Employees Association

*268. SHRIMATI BIBHA GHOSH GOSWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the All India Railway Accounts Employees' Association had represented for issue of free residential card pass to all the Railway Employees and Complimentary passes to Class IV staff; and

(b) if so, the decision taken on the above demands?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No representation has been received.

(b) Does not arise.

तेल के संकट के बारे में वाशिंगटन में हुई सम्मेलन में हुई चर्चा

*270. श्री चन्द्र लाल मंत्री तिवारी : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) हाल ही में तेल संकट पर वाशिंगटन में 13 देशों का जो सम्मेलन हुआ था क्या उसका कोई विवरण भारत को प्राप्त हो गया है ,

(ख) क्या उसमें तेल की खोज तथा उसके विस्तार के लिये कोई नई योजना तैयार की गई है ; और

(ग) यदि हां तो तत्संबंधी मुख्य बातें क्या हैं ?

पेट्रोलियम और रसायन मंत्री (श्री देवकान्त बरुआ) : (क) जी हां ।

(ख) जी नहीं ।

(ग) प्रश्न नहीं उठता ।

Serious labour situation on North Eastern Railway

*272. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for serious labour situation in the North Eastern Railway; and

(b) the steps taken by Government to meet the situation

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) There is no serious labour situation in the North Eastern Railway.

(b) Does not arise.

Exploration of Oil Reserves in Assam and Gujarat

*273. SHRI D. D. DESAI:

SHRI P GANGADEB:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether oil reserves of Assam and Gujarat have not yet been fully explored;

(b) if so, the reasons therefor; and

(c) measures proposed to be taken for their full exploration?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) The reasons are:—

(i) Assam and Gujarat cover large sedimentary areas, some parts of which are difficult to approach due to bad and hostile terrain conditions;

(ii) exploration for oil is a long and time-consuming process particularly where the terrain conditions are bad and hostile;

(iii) within the area where the terrain is favourable, some portions are yet to be covered by detailed studies because of the low priority allotted to them vis-a-vis other areas;

(iv) certain areas in which some work has already been done, are to be taken up for detailed studies with more sophisticated equipment etc.

(c) Oil exploration is being intensified to cover all the un-explored sedimentary areas of Assam and Gujarat, by undertaking systematic geological and geophysical surveys, to be followed by exploratory drilling at suitable structures that will be delineated on the basis of these surveys.

Total allocation for New Railway Lines during Fifth Five Year Plan

*276. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the total allocation for the new Railway lines in the Fifth Five Year Plan; and

(b) the number and the names of the Railway Lines which have been surveyed and are under consideration for inclusion in the Fifth Five Year Plan?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): (a) So far a provision of Rs. 100 crores has been made for New Lines in the Fifth Five Year Plan.

(b) A Statement is laid on the Table of the Sabha.

Statement

The following new lines are proposed to be taken up for construction in 1974-75:—

(1) Construction of a new metre gauge line from Dharmanagar to Kumarghat (The Northern Council has been requested to bear the cost out of funds earmarked for development of backward hill areas).

(2) Construction of a new B.G line from Nadikude to Bibinagar.

(3) New B.G. line from Rohtak to Bhiwani.

(4) Provision of broad gauge links to Ramnagar and Kathgodam from Moradabad and Rampur.

(5) Construction of new M.G. line from Jhanjarpur to Laukaha Bazar.

(6) Construction of a new M.G. line from Sakri to Hasanpur.

(7) Construction of a new B.G. line from Jakhapura to Banspani.

Surveys for the following new lines have been taken up with the ultimate objective of initiating and progressing construction in a suitably phased manner during the Fifth Five Year Plan, depending on the allocation of additional resources from year to year and over the plan as a whole, for these and on-going projects:—

S. No.	Name of Project	Remarks
1.	Dhalli-Rajhara-Jagdalpur New Line	Preliminary Engineering-cum-Final Location Survey is in progress.
2.	Bhavnagar-Tarapore	Engineering-cum-Traffic Survey proposed to be taken up during 1974–75.
3.	Dasgaon-Mangalore	Final location survey between Dasgaon and Ratnagiri and spot checks between Ratnagiri and Mangalore proposed to be carried out during 1974–75.
4.	Kumarghat-Agartala-Sabroom	Traffic Survey for Akhaura-Agartala and Kailasahar-Sabroom is in progress.
5.	Silghar-Jiribam	Engineering-cum-Traffic Survey is in progress.
6.	Nangal-Dam-Talwara	Traffic Survey completed and Final Location Survey is proposed to be taken up during 1974–75
7.	Malda-Belurghat	Traffic Survey for B.G. line from Old Malda to Belurghat via Gajal is in progress.
8.	Dehri-on-Sone-Pipradih	Final Location-cum-Traffic Survey is proposed to be taken up during 1974–75.
9.	Deoghar-Dumka-Rampur Halt	Engineering-cum-Traffic Survey has been included in 1974–75 Budget.
10.	Gaya-Rajgir	Engineering-cum-Traffic Survey is proposed to be taken up during 1974–75.

Investigation into the theft of Iron Material from Signal Workshop and Coal at Ghaziabad

*277. SHRI BHARAT SINGH CHOWHAN: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5298 on the 18th December, 1973 regarding theft of iron material from Signal Workshop and Coal at Ghaziabad and state:

(a) whether the investigations into theft of mild steel sheets has since been completed;

(b) if so, with what result; and

(c) whether the administration propose to transfer the RPF personnel who have more than three years stay at Ghaziabad to avoid their contacts with anti-social and undesirable elements?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The case is still under enquiry.

(c) Yes, Sir

Factories producing Caprolactum and D.M.T.

*278. SHRI MADHU LIMAYE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the factories devoted to the production of Caprolactum and DMT, which is the raw material for the production of nylon filament yarn/chips and Polyster yard/fibre, have started full production ; and

(b) if not, the steps taken by Government to start production/achieve full capacity quickly ?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) No, Sir.

(b) The DMT unit of Indian Petrochemicals Corporation Ltd. with a capacity of 24,000 tonnes/annum was commissioned in March, 1973 with imported Paraxylene, the main raw material for DMT. Due to non-availability of paraxylene in the world market, this unit was shut down in August 1973. It was re-commissioned towards the end of December 1973 with the availability of paraxylene from Indian Petrochemical's own paraxylene unit commissioned in September 1973. Due to mal-functioning of propane gas compressor in the paraxylene plant, the production of DMT has not yet stabilised. Efforts are being made to re-commission the DMT plant soon.

M/s. Gujarat State Fertilizer Company are currently erecting a plant to manufacture 20,000 tonnes/annum caprolactum. Their plant is expected to start production by the middle of 1974. It might achieve full rated production in 1976-77

Train Collision near Shahdara

*280. SHRI BIRENDER SINGH RAO: SHRI MUKHTIAR SINGH MALIK :

Will the Minister of RAILWAYS be pleased to state :

(a) whether two Railway trains collided near Shahdara, Delhi on the 12th February, 1974;

(b) if so, the number of persons killed and injured as a result thereof and the estimated loss to Railways;

(c) whether any inquiry has been held into the causes of this accident and if so, the gist thereof; and

(d) whether any compensation has been paid to the victims and injured persons ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes, Sir.

(b) In this accident one person was killed and another hurt grievously. In addition 35 persons sustained trivial injuries.

The cost of damage to railway property has been estimated approximately at Rs. 68,000/-.

(c) According to the provisional finding of the Additional Commissioner of Railway Safety, who has held his statutory inquiry into this accident, the collision was due to the failure of railway staff.

(d) So far no compensation has been paid to the dependants of the deceased and to the injured persons. However, a total sum of Rs. 900/- has been disbursed as an ex-gratia payment.

Diverting profits by Foreign Chemical Firms having more than 26 per cent Foreign Equity

2605. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM and CHEMICALS be pleased to state :

(a) whether foreign firms with more than 26 per cent foreign equity are diverting their predominantly Indian earned profits as a capital to manufacture cosmetics, laboratory chemicals, insecticides, veternary items and food products during the last three years;

(b) if so, how many foreign dominated firms have taken advantage of such a diversification;

(c) whether this diversification is meant to avoid price control restrictions in cases where more than 15 per cent profit is not allowed; and

(d) whether Government propose to ask these firms to use cost accountancy for each and every drug item ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (d). A list of drug manufacturing companies with more than 26 per cent foreign equity who are manufacturing non-drug items also, is attached. Many of these firms have been manufacturing non-drug items even prior to the enforcement of Drugs (Prices Control) Order, 1970. Under the Drugs (Price Control) Order, 1970, the companies are required to maintain separate accounts in respect of their drug manufacturing activity Plant and equipment used for manufacturing various drugs is not always separate. It is, therefore, not proposed to ask the companies to maintain separate accounts for each drug.

STATEMENT

1. Alkali & Chemical Corporation of India Ltd.
2. Beecham Ltd.
3. Bayer India Ltd
4. Boots Company Ltd.
5. Burroughs Wellcome & Co. Ltd.
6. Ciba of India Ltd.
7. Cibatul Ltd.
8. Cyanamid Ltd.
9. Duphar Interfran Ltd.
10. E. Merck Ltd
11. Geoffrey Manners & Co. Ltd.
12. Glaxo Laboratories Ltd.
13. Hoechst Pharmaceuticals Ltd.
14. Johnson & Johnson Ltd.
15. May and Baker Ltd.
16. Mc Gaw Ravindra Ltd.
17. Pfizer Ltd.
18. Rallis India Ltd.
19. Reckitt & Colman of India Ltd.
20. Richards on Hindustan Ltd.
21. Sandoz India Ltd.
22. Smith & Nephew Ltd.
23. Suhrid Geigy Ltd.
24. Tata Fison Ltd.
25. Warner Hindustan Ltd.
26. Anglo Thai Corporation Ltd.
27. Chesebrough Ponds Inc.
28. Dental Products of India Ltd.

दिल्ली में कुकिंग गैस उपभोक्ताओं के लिये कोयले तथा मिट्टी के तेल की मात्रा में कमी

2606. **श्री चन्द्र लाल मनी तिवारी** : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या राजधानी में गैस का प्रयोग करने वालों के कोयले तथा मिट्टी के तेल का कोटा कम कर दिया गया है ,

(ख) यदि हां, तो इस बारे में मोटी रूपरेखा क्या है , और

(ग) गैस का प्रयोग करने वाले तथा अन्य लोगों को अलग-अलग मिट्टी के तेल का कितना कोटा मिलेगा ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाह नवाज खां) : (क) जी, नहीं ।

(ख) और (ग) प्रश्न नहीं उठता ।

मध्य रेलवे में नैमित्तिक श्रमिक

2607. **श्री गंगा चरण दीक्षित** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे में कितने नैमित्तिक श्रमिक काम करते हैं , और

(ख) क्या सरकार का विचार इन श्रमिकों को नियमित बनाने का है और यदि हां, तो कब ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) 31-3-1973 को 52918 थी ।

(ख) जांच समितियों द्वारा जो नैमित्तिक श्रमिक उपयुक्त पाये जाते हैं उन्हें नियमित पदों पर लगाने के बारे में जैसे जैसे रिक्तियां होती हैं पहले से ही विचार

किया जा रहा है, लेकिन नियमित पदों पर उन्हें खपाने की सम्भावनाएं सीमित होती हैं।

Clearance of Hydel Project during 1974-75

2608. SHRI D. B. CHANDRA GOWDA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Planning Commission has opposed the States' demand to take up some of the new hydel schemes for inclusion in the current annual plan ; and

(b) if so, whether Government have taken steps to expedite clearance of the projects which are under construction or can be taken up for execution during 1974-75 ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) and (b). The provisions for new hydel schemes for the 1974-75 Annual Plan have been made on the basis of the States' proposals, consistent with the resource availability. Projects included in the 1974-75 plan have generally all been cleared.

Enquiry into the restrictive trade practices of twenty-two Companies

2609. SHRI M. KATHAMUTHU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Monopolies and Restrictive Trade Practices Commission has decided to inquire into the restrictive trade practices indulged into by twenty-two companies and associations concerned with the nylon filament yarn ; and

(b) if so, the salient features and reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) and (b). The Monopolies and Restrictive Trade Practices Commission have *suo motu* issued a notice on 30-11-1973 under section 10(a) (iv) of the Monopolies and Restrictive Trade Practices Act, 1969, for inquiry under section 37 thereof, to 22 parties, who are Nylon yarn spinners, and users of Nylon yarn. Four of them are Nylon yarn spinners, and the remaining 18 are associations and societies of the users of the Nylon yarn for the manufacture of products involving use of the said yarn. The said notice seems to be based on an Agreement entered into on the 9th September, 1973 between the said four spinners and the 18 associations and societies functioning in the Country. The matter is under investigation by the Commission.

Companies having their registered offices in South Kanara District (Karnataka State)

2610. SHRI P. R. SHENOY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the names of companies which have their registered offices in South Kanara District, Karnataka State with their subscribed and paid-up share capital and reserve funds ;

(b) which of these companies are private limited companies ; and

(c) whether any of these companies is covered by the M.R.T.P. Act ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) to (c). Information is being collected and it will be laid on the Table of the House.

Value of production covered under Permission Letters and Licences

2611. SHRI SOMCHAND SOLANKI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether value of production covered under permission letters granted upto 1967 is much more than the value of production

covered under the licences upto the same year;

(b) the authority who authorised the issue of permission/no objection letters and whether any irregularities have come to the notice of Government; and

(c) if so, whether Government would make an inquiry in the whole affair ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Permission/no objection letters were generally issued to the drug manufacturing firms subject to the following conditions :

(i) No additional plant and machinery would be required for the purpose;

(ii) No royalty would be payable;

(iii) The products would be marketed under trade mark already in use; and

(iv) No special concession in regard to the import of basic raw materials and ingredients would be made in relaxation of the General Import Policy in force from time to time.

It is not possible to indicate the value of production covered under permission/no objection letters as distinguished from the production covered under the licences as details of production of individual formulations are not manufactured.

(b) The permission/no objection letters have been issued by Government based on a decision of the Licensing Committee. No irregularities have come to the notice of Government.

(c) Does not arise.

Technical know-how offered by M/s. Hoechst for an Insecticide Endosulfan

2612. SHRI SOMCHAND SOLANKI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether M/s. Hoechst, a foreign dominated firm have proposed to give technical know-how for an insecticide "ENDOSULFAN" against a bulk manufacturing of 150 tonnes of Analgin;

(b) whether this know-how for this insecticide is available with NCL, Poona;

(c) how much foreign exchange will go out directly and indirectly and what assets will be built up by the Company because of the proposed licensed capacity for Analgin; and

(d) whether IDPL propose to manufacture 400 tonnes of Analgin to meet the total requirement of the country during Fifth Five Year Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) Technology for the manufacture of Endosulfan is also being developed by National Chemical Laboratory, Poona.

(c) The application of M/s. Hoechst covers manufacture of several other drugs besides Novalgin. Figures of capital investment have not been indicated separately for Novalgin. However, the value of production of Novalgin has been indicated as Rs. 2.13 crores and of imported raw material for it as Rs. 58,000.

(d) Yes, Sir.

Modernisation of Kazhakuttam Railway Station in Kerala

2613. SHRI VAYALAR RAVI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation regarding the modernisation of Kazhakuttam Railway Station in Kerala,

(b) if so, the salient features thereof; and

(c) the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MOHD. SHAFI QURESHI) : (a) to (c). Kazhakuttam Railway Station is situated in Quilon-Trivandrum Central. M.G. Section of Southern Railway. No written representation for modernization of this station has been received. However, on a personal representation from Shri Camali as Moraes M.L.A. Kovalam, a proposal to modernise this station was put up before the Divisional Users' Consultative Committee for approval as per extent procedure and who after taking into consideration the relative priority of other such stations and availability of funds, could not approve the same. However, the proposal will again be considered for inclusion in future years' Works Programme, in consultation with Railway Users' Amenities Committee and according to the availability of funds.

Facilities for the Passengers at Kazhakuttam Railway Station (Kerala)

2614. SHRI VAYALAR RAVI : Will the Minister of RAILWAYS be pleased to state .

(a) whether Government are aware that Kazhakuttam Railway Station (Kerala) is an important station with a large number of Central and State institutions around that area ;

(b) if so, whether the platform of the station is not roofed and there is no bench for the waiting passengers ; and

(c) if so, the steps taken or proposed to be taken by Government to provide these facilities at that Station ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) :(a) Yes.

(b) The platform has no cover, but 8 benches are provided in the waiting hall and on the platform.

(c) Passenger amenity works like cover over the platform are provided in consultation with the Railway Users' Amenity Committee based on relative priority and availability of funds. Accordingly the work regarding provision of cover over platform at Kazhakuttam would be considered for inclusion in future year's Works Programme.

Eligibility to various classes of Railway Accommodation

2615. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5138 on the 18th December, 1973 regarding representation for issue of First Class Pass to Employees of Norhern and Western Railways on abolition of second class and state the decision taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : No decision has been taken so far.

Non-payment of dues to Staff working at Ajmer (Western Railway)

2616 SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state .

(a) whether Government have received a list of dues to be paid to the staff working at Ajmer, Western Railway ; and

(b) the reasons for not making these payments and steps taken by Government to arrange payment without any further delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). No such list has been received. Cases for payment of dues are attended and finalised promptly as and when these are received.

Payment of House Rent Allowance to Staff working at Bajuwa

2617. SHRI GADADHAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether a representation in regard to payment of house rent allowance to the

staff working at Bajuwa, Western Railway has been received by the Railway Minister; and

(b) if so, the decision taken by Government for payment of house rent allowance to the staff working at Bajuwa ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes.

(b) Payment of House Rent Allowance to the Railway staff working at Bajuwa could not be extended beyond 31-7-1973, as the main condition of dependency of Bajuwa on Baroda for its essential supplies ceased to exist

Transfer of Quarters from Northern Railway to Western Railway at Delhi

2618 SHRI GADADHAR SAHA Will the Minister of RAILWAYS be pleased to state :

(a) whether it was decided by the Railway Ministry in the year 1971 that the Northern Railway would hand over 23 quarters to the Western Railway staff for allotment to the staff working in the Foreign Traffic Accounts Office, Western Railway, Delhi ,

(b) if so whether the quarters have since been handed over , and

(c) if not, the reasons therefor and steps taken by Government to get the decision implemented ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) and (c) 14 quarters have so far been handed over to Western Railway The remaining 9 quarters will be transferred in phases, as soon as they become available.

Formation of Panel for Stock Verifiers from Accounts Staff, Northern Railway

2619. SHRIMATI BIBHA GHOSH GOSWAMI Will the Minister of RAILWAYS be pleased to state

(a) whether names were called for from the Accounts Staff a few months back to prepare a panel of Stock Verifiers on the Northern Railway ,

(b) if so, whether the panel has since been finalised , and

(c) if not, the reasons for the delay and when the panel is likely to be finalised and how the vacancies of Stock Verifiers are being filled in, in the absence of any panel ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) and (c) On representations from certain staff it has been considered that the panel may be finalised after the revised scales for Sub-heads and Stock Verifiers, including the question of parity in the scales are decided The posts are now being filled on *ad hoc* basis, from amongst the senior most Clerks Grade I volunteering for the post

Supply of Coal to Thermal Plants

2620 SHRI BISHWANATH JHUNJHUNWALA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether the thermal power plants in the country are having full supply of coal

(b) if not, the stock position with regard to shortage in the different States ,

(c) whether as a result of shortage of coal there will be any shortage of power production , and

(d) if so, to what extent and the regions that will be worst hit for the next six months ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) to (d). Every effort is being made to maintain coal supplies to meet the full generation requirements of the different power stations. While the stocks of coal in some of the power stations have often gone down to precariously low levels of 1—2 days' requirements, no power station, except in one or two cases, had to shut down or restrict generation for reasons of non-availability of coal.

Consumption of Coal in Thermal Plants

2621. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the NCST Committee has estimated that 160,000 tonnes of fuel oil can be saved if the thermal stations at Trombay, Dhuvaran, Ahmedabad and Barauni switch over to coal ;

(b) if so, whether the Committee has also stated that with better efficiency in administration, even the coal consumption in these thermal plants can be reduced ; and

(c) whether Government have considered the suggestion of the Committee and if so, whether any plan has been drawn up for planned change over ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) to (c). The National Committee on Science and Technology has not made any assessment of the quantity of fuel oil that can be saved by conversion of the thermal power stations at Trombay, Dhuvaran, Ahmedabad and Barauni from oil to coal firing or ways of reducing coal consumption. NCST have prepared a Working paper on Energy crisis in which a suggestion has been made that industrial boilers using fuel oil should be converted to/coal burning. A Working Group has been set up by the Planning Commission for drawing up a plan of action for reducing fuel oil consumption after ensuring availability of coal and its transport to the power stations. The Working Group has not yet completed its assignment. Independent of the suggestion mentioned above it has been decided that the following units should be converted from oil to coal firing :—

Name of power station	Installed capacity of units to be converted (MW)
(i) Barauni (Bihar)	2 × 15 MW, 2 × 50 MW } 130 MW
(ii) Ahmedabad (Gujarat)	4 × 15 MW, 2 × 30 MW } 120 MW
(iii) Trombay (Maharashtra)	2 × 62 5 MW 125-MW
(iv) Dhuvaran (Gujarat)	4 × 63 5 MW=254 MW

Action has been initiated on this direction.

पूर्व रेलवे के कर्मचारियो को स्थायी बनाना

2622 श्री हुकम चन्द कछवाय क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय पूर्व रेलवे मे ऐसे कितने कर्मचारी हैं जो गत 5 वर्ष से भी अधिक समय तक काम करने के बावजूद अस्थायी है , और

(ख) उन कर्मचारियो को स्थायी करने के सम्बन्ध मे सरकार का क्या कार्यवाही करने का विचार है ?

रेल मंत्रालय मे उप मंत्री (श्री मुहम्मद शफी कुरेशी) (क) 5174

(ख) जहां औचित्य है, अस्थायी पदो को स्थायी बनाने तथा उन पर पात्र कर्मचारियो के स्थायीकरण के लिए एक विशेष अभियान चलाया गया है।

हड़तालों तथा अन्य प्रदर्शनों के फलस्वरूप पूर्व रेलवे की सम्पत्ति को पहुंची क्षति

2623 श्री हुकम चन्द कछवाय . क्या रेल मंत्री यह बताने की कृपा करेंगे कि .

(क) रेल कर्मचारियो द्वारा हड़तालो तथा अन्य राजनैतिक आन्दोलनो के फलस्वरूप विगत दो वर्षों मे पूर्व रेलवे की सम्पत्ति को कितनी क्षति पहुंची और

(ङ) रेलवे सम्पत्ति को क्षति से बचाने के लिये सरकार की भावी योजना और नीति क्या है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) लगभग 55,000 रु०।

(ख) आमतौर पर ऐसे आन्दोलनों से निपटना राज्य पुलिस का काम है क्योंकि कानून एवम् व्यवस्था बनाये रखना उसका दायित्व है, फिर भी ऐसे मौकों पर पुलिस की मदद और रेल सम्पत्ति की रक्षा के लिए रेलवे सुरक्षा दल के आदमियों को भी तैनात किया जाता है। इसके अतिरिक्त, अपराधियों को और भी अधिक निवारक दण्ड देने के लिए भारतीय रेल अधिनियम, 1890 की धारा 122 और 126 में भी संशोधन किया गया है। उसमें एक और धारा 126-क जोड़ी गयी है और जिसके अन्तर्गत रेलपथ, पुलों, स्टेशन संस्थापनाओं और ऐसी ही अन्य रेलवे सम्पत्ति को मनमाने ढंग से नष्ट करने के लिए 10 वर्ष तक की सख्त कैद की सजा निर्धारित की गयी है ;

गत वर्ष के दौरान मध्य रेलवे में अपराध

2624. **श्री हुकम चन्द कछवाय** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) गत एक वर्ष के दौरान मध्य रेलवे में अपराध की कुल कितनी घटनायें पंजीकृत की गई;

(ख) इस सम्बन्ध में कुल कितने व्यक्ति गिरफ्तार किये गये और

(ग) कितने व्यक्तियों पर मुकदमे चलाये गये तथा कितने व्यक्तियों को सजायें हुई ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) (क) से (ग) एक विवरण सभा पटल पर रखा गया है। [सम्बन्धित में रखा गया है। देखिए संख्या LT 6390/74]

मध्य रेलवे में बिना जंजीर वाली यात्री गाड़ियां

2625 **श्री हुकम चन्द कछवाय** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) इस समय मध्य रेलवे में ऐसी कितनी यात्री गाड़ियां हैं, जिनमें जंजीर खींच कर रेल गाड़ियों को रोकने की व्यवस्था नहीं है ,

(ख) इन गाड़ियों से जंजीरों के हटाये जाने के क्या कारण हैं ; और

(ग) इस बारे में सरकार की भावी योजना क्या है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख) मध्य रेलवे पर पांच यात्री गाड़ियों में खतरे की जंजीर को निष्क्रिय कर दिया गया है क्योंकि इसका बार-बार दुरुपयोग होता था।

(ग) यात्री गाड़ियों में खतरे की जंजीर खींच जाने के दुष्प्रभावों के बारे में आम स्थिति की निरंतर समीक्षा की जाती है और परिस्थितियों के अनुसार खतरे की जंजीर निष्क्रिय कर दी जाती है या फिर से चालू कर दी जाती है।

भारतीय रेलवे प्रतिनिधिमण्डल को न्यूयार्क के दौरे में मिली सफलता

2626 **श्री भागीरथ भंवर** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) अन्तर्राष्ट्रीय विकास संगठन से ऋण प्राप्त करने हेतु हाल ही में न्यूयार्क का दौरा करने वाले भारतीय रेलवे प्रतिनिधि-मण्डल को अपने राज्य में कहां तक सफलता मिली,

(ख) इस संबंध में मुख्य प्रयोजन क्या है , और

(ग) इस प्रतिनिधि मण्डल पर कितनी धनराशि व्यय

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) (क) नवम्बर 1973 में वाशिंगटन में भारतीय रेलों के प्रतिनिधि मंडल द्वारा की गयी बातचीत के परिणामस्वरूप 21 दिसम्बर, 1973 को अन्तर्राष्ट्रीय विकास संघ के साथ 800 लाख डालर के ऋण के लिए एक करार पर हस्ताक्षर किये गये।

(ख) यह ऋण 50 वर्षों में प्रतिदेय है और इसका भुगतान 10 वर्षों के बाद शुरू होगा। इस ऋण पर कोई ब्याज नहीं लगेगा लेकिन प्रति वर्ष ¾% की दर से केवल सेवा प्रभार लिया जायेगा।

इस ऋण से चल-स्टाक के निर्माण के लिए पुर्जों और कच्चे सामान, रेल-पथ के नवीकरण और पुलों के निर्माण-कार्य, लाइन क्षमता संबंधी काम, सिगनल और बिजलीकरण योजनाओं और संयंत्र और मशीनों से सम्बन्धित सामान के आयात के लिए धन की व्यवस्था की जायेगी।

(ग) प्रतिनिधिमंडल पर अनुमानतः 1 29 लाख रुपये खर्च हुए।

Composition of Railway Users' Consultative Committee for Delhi Division (Northern Railway)

2627. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the composition of the Railway Users' Consultative Committee for Delhi division of Northern Railway; and

(b) the date of composition and the term of the Committee ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). A statement giving the information is laid on the Table of the House. [*Placed in Library. See* No. LT-6391/74].

Composition of Railway Users' Consultative Committee for Ferozepur Division (Northern Railway)

2628. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the composition of the Railway Users' Consultative Committee for Ferozepur Division of Northern Railway; and

(b) the date of composition and term of the Committee ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESH) : (a) and (b). A statement giving the information is laid on the Table of the House. [*Placed in Library. See* No. LT-6392/74].

Composition of National Railway Users' Committee

2629. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) the composition of National Railway Users' Committee; and

(b) the date of composition and term of the Committee ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). The National Railway Users' Consultative Council for the current term 1972—74 has not yet been constituted, as proposals to make the Council more broad-based and representative in character are under consideration.

Application from Madras Fertilizers for Expansion

2630. SHRI S A. MURUGANANTHAM : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the application for expanding the capacity of the Madras Fertiliser Factory has been received by Government;

(b) if so, whether the permission has been given; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Government have approved in principle the proposal of the Madras Fertilizers Limited for the setting up of a third train for the production of NPK fertilizers.

(c) Does not arise.

मध्य प्रदेश में तेल निक्षेपों के लिये सर्वेक्षण

2631. श्री गंगा चरण दीक्षित : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश में बड़ी मात्रा में तेल के निक्षेप पाये जाने के आसार है, और

(ख) क्या सरकार ने इस संबंध में कोई सर्वेक्षण किया है और यदि हां, तो उनके क्या परिणाम निकले ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री साहू मोहम्मद खां) : (क) जी, नहीं ।

(ख) मध्यप्रदेश में भूगर्भीय मानचित्रण कार्य जो कि 1960-61 में तेल और प्राकृतिक गैस आयोग द्वारा आरम्भ किया था मध्य प्रदेश के अधिक अनुकूल तटीय क्षेत्रों के स्तर विज्ञान और पूरा भूगोल के आकड़ों तैयार करने के लिए जारी रखा जा रहा है ।

पांचवीं योजना में मध्य प्रदेश के लिए सिंचाई परियोजनाएं

2632. श्री गंगा चरण दीक्षित : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) ऐसी सिंचाई परियोजनाओं की संख्या कितनी है जिनको पांचवीं योजना में शामिल करने के लिए मध्य प्रदेश सरकार ने अनुरोध किया है परन्तु केन्द्र सरकार ने उन्हें स्वीकार नहीं किया है , और

(ख) उन परियोजनाओं को स्वीकार न करने के क्या कारण हैं ?

सिंचाई और विद्युत मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) और (ख) मध्य प्रदेश की पांचवीं योजना के ब्यौरे को अभी अंतिम रूप नहीं दिया गया है । मध्य प्रदेश सरकार ने पांचवीं योजना के लिए 10 वृहत सिंचाई परियोजनाओं का प्रस्ताव किया है, परन्तु उनको योजना में सम्मिलित करना धन की उपलब्धता, अन्तर्राज्यीय पहलुओं पर समझौते तथा परियोजनाओं की तकनीकी तथा आर्थिक व्यवहार्यता पर निर्भर करेगा ।

Decision on representation from all India Railway Commercial Clerks' Association Re : violation of Indian Railway Code

2633. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 6700 on the 10th April, 1973 regarding representation from All India Railway Commercial Clerks' Association regarding violation of Indian Railway Code and state :

(a) whether Government have since examined the representation from the All India Railway Commercial Clerks' Association;

(b) if so, the broad outlines of the decisions taken; and

(c) if not, the reasons therefor and the time likely to be taken by Government now?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) A decision has since been taken not to recover the undercharges from the staff on the newspapers' parcels under dispute.

(c) Does not arise.

Charging Freight on perishable articles on Central Railway

2634. SHRI CHANDRIKA PRASAD : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Questions No. 5041 on the 19th December, 1972 and USQ No. 3825 on 20-3-1973 regarding outstanding amount of undercharges on consignment and charging freight on perishable articles on Central Railways, respectively, and state:

(a) the reasons for which no action has been taken against the Chief Commercial Superintendent of Central Railway for recovery of undercharges;

(b) the reasons for not collecting the undercharges from the Traders;

(c) the reasons why the undercharges are always recovered from the salaries of the staff instead of collecting the same from the Traders; and

(d) whether Government propose to order a probe through C.B.I. to unearth this undercharges deal and save the low-paid Railway employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The instructions issued by the Central Railway Administration were bonafide and were later on rectified also.

(b) and (c). According to the extant rules, the undercharges detected prior to delivery of the goods are to be recovered from the consignor or consignee only at the time of delivery of the goods. It is only when they fail to detect and recover the undercharges at the time of delivery of the goods that the staff concerned become liable for making good the shortage. The staff can pursuade the concerned parties also to pay up the charges.

(d) No.

Investigations into charges of Corruption against Project Manager of Tripura Drilling Site

2635. SHRI BIREN DUTTA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Vigilance Commissioner of O & N.G.C. visited Tripura to investigate corruption charges against the Project Manager of Tripura Drilling site; and

(b) if so, what are his findings?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). The Chief Vigilance Officer of the ONGC has been to Tripura to inquire into certain allegations against the Project Manager, Tripura, of the Commission. The report submitted by him is under consideration of the Chairman of the Commission.

Visit of Planning Minister to some Oil Producing Countries

2636. SHRI S. C. SAMANTA :
SHRI P. GANGADEB :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state ;

(a) how far has the mission of the Minister for Planning Shri D. P. Dhar succeeded during his recent visit to oil producing countries ; and

(b) whether the mission was purely in connection with oil?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The Planning Minister visited Iraq to discuss several matters of mutual interest to Iraq and India including the supply of crude oil to India. It is not in the public interest to disclose the details of the discussions at this stage.

Delinking of Individual Enterprises from the large houses

2637. SHRI M. KATHAMUTHU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the steps taken to delink individual enterprises from the large houses?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : An Internal Official Group set up for studying this question has suggested legislation to amend the M.R.T.P. Act, 1969 so as to confer necessary powers on the Central Government to delink companies of National importance from the control of large industrial houses in appropriate cases, in consultation with the M.R.T.P. Commission. The suggestion is under consideration of Government.

अन्तर्सत्र अवधि में सलाहकार समितियों की बैठक

2638. **श्री रामावतार शास्त्री** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नियमों के अनुसार विभिन्न मंत्रालयों से संबंध सलाहकार समितियों की बैठक संसद् के प्रत्येक सत्र के बाद कम से कम एक बार अवश्य की जानी चाहिये ;

(ख) क्या रेल मंत्रालय से संबद्ध सलाहकार समिति की बैठक संसद के नवें तथा 10 वें सत्र के बीच की अवधि में आयोजित नहीं की गई थी ;

(ग) यदि हां, तो उसके क्या कारण हैं ; और

(घ) इस प्रकार की अनियमितता की पुनरावृत्ति को रोकने के लिये सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). जी हां ।

(ग) और (घ). दिसम्बर, 1973 के अन्तिम सप्ताह से फरवरी, 1974 के तीसरे सप्ताह तक की सत्रों के बीच की अल्पावधि में परामर्श समिति की बैठक बुलाना व्यावहारिक नहीं पाया गया क्योंकि रेल मंत्री कर्मचारी आन्दोलनों और श्रमिक संघटनों के नेताओं से बातचीत करने और साथ ही 1974-75 का रेलवे बजट तैयार करने के संबंधित कामों में व्यस्त थे । फिर भी, इन बैठकों को नियमित रूप से बुलाने का पूरा प्रयास किया जा रहा है ।

बिजली के विकास कार्यक्रम पर खर्च

2639. **श्री ओंकार लाल बेरवा** : क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पिछली पंचवर्षीय योजनाओं में बिजली विकास कार्यक्रमों पर उसके लिए निर्धारित राशि से अधिक राशि खर्च की गई थी परन्तु निर्धारित लक्ष्यों की प्राप्ति में फिर भी कमी रही ;

(ख) यदि हां, तो उसके क्या कारण हैं और

(ग) पांचवीं पंचवर्षीय योजना के अन्तर्गत निर्धारित लक्ष्यों की प्राप्ति के लिए क्या विशेष व्यवस्था की जा रही है ?

सिंचाई और विद्युत मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) प्रथम योजना के अलावा, विद्युत विकास कार्यक्रमों पर वास्तविक व्यय सभी योजना अवधियों में आयोजित परिव्यय से बढ़ गया है । सभी योजना अवधियों में वास्तविक लक्ष्यों की प्राप्ति में कमी रही है ।

(ख) इनके मुख्य कारण ये हैं :—(1) सामग्री संयंत्रों व उपस्कर की कीमतों में वृद्धि के कारण परियोजनाओं की लागत में वृद्धि ; (2) मजदूरी में वृद्धि, (3) 1966 में रुपए के अवमूल्यन का प्रभाव ; (4) अपर्याप्त अन्वेषण तथा परियोजना तैयार करने में कमियां, विशेषतया जल विद्युत परियोजनाओं के संबंध में; (5) उचित समय पर आवश्यक निर्माण सामग्री तथा धन की अनुपलब्धता ; (6) श्रमिक अशांति; (7) संयंत्रों व उपस्कर की प्राप्ति में विलम्ब; (8) संगठनात्मक तथा प्रबंध संबंधी कमजोरियां ।

(ग) पांचवी योजना के लिए निश्चित लक्ष्यों की प्राप्ति सुनिश्चित करने के लिए निम्नलिखित उपाय किए जा रहे हैं :—

(1) विद्युत-उद्योग के पुनर्गठन के लिए प्रस्ताव को अंतिम रूप दिया जा रहा है, जिससे संगठनात्मक तथा प्रबंध संबंधी कमियों को दूर किया जा सके ।

(2) विद्युत परियोजनाओं के लिए धन और अन्य सामग्री निवेश की पर्याप्त तथा समय पर उपलब्धता को सुनिश्चित करने के लिए कदम उठाए जा रहे हैं ।

(3) स्वदेशी स्रोत से संयंत्रों और उपस्कर की अधिक उपलब्धता से बड़े पैमाने पर आयात से संबंद्ध अनिश्चितता दूर हो जाएगी ।

(4) जहां मशीनों और उपस्कर अथवा निवेश की स्वदेशी क्षमता अथवा उपलब्धता पर्याप्त नहीं है, इन्हें समय पर प्राप्त करना प्रस्तावित है ।

(5) सभी स्तरों पर प्रभावशाली अनुश्रवण व मूल्यांकन व्यवस्था लागू की जा रही है जिससे प्रबंध कार्यों में सुधार तथा समाप्य अड़चनों को समय पर दूर किया जा सके ।

Introduction of System of Proportional Representation for Elections

2640. SHRI P. M. MEHTA : will the Minister of LAW, JUSTICE and COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to have a major electoral reforms envisaging introduction of a system of proportional representation for Lok Sabha and Assembly elections;

(b) if so, when the final decision is likely to be reached; and

(c) whether Government propose to introduce a Bill in the current session?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) No such proposal is under consideration.

(b) and (c). Do not arise.

Applications from M/s. Hoechst for Industrial Licences

2641. SHRI BHALJIBHAI PARMAR : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether M/s. Hoechst have recently submitted a number of applications for industrial licences and if so, the facts thereof;

(b) whether any concessions have been shown in examining their applications and interests of Indian sector have been ignored; and

(c) whether it will not create further monopoly in the hands of already a large house?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir. M/s. Hoechst Pharmaceuticals Ltd., Bombay have submitted various applications for Industrial licences for the manufacture of various items of drugs and pharmaceuticals including vaccines for poultry and animals.

(b) and (c). No, Sir. The applications are considered on merits and without prejudice to any clearances that might be required under the MRTP Act.

Rationalisation Restructuring and Strengthening of Organisational set up of Power Industry to meet Power Famine

2642. SHRI R. V. SWAMINATHAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Planning Commission has suggested rationalisation, restructuring and strengthening of organisational set up of the power supply industry at different levels to meet the acute power famine in the country;

(b) if so, whether viewing with concern the shortfall in the fourth plan power targets, it has suggested a detailed study of the past performances to identify problems;

(c) if so, what steps are being taken in this direction; and

(d) whether the Planning Commission feels that fulfilment of the fifth plan targets would depend largely on the improvement in planning, designing, financing and implementation?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) The Government of India are actively considering rationalisation and restructuring of the Electricity Supply Industry with a view to improve the performance both as regards

expediting the implementation of power projects as well as stepping up the operational efficiency of the power plants and systems.

(b) The proposals referred in reply to (a) above have been evolved after a study of the reasons for shortfalls in the past performance.

(c) The question has been discussed at various inter-departmental meetings and definite proposals in this regard have been evolved which are under the active consideration of the Central Government. These will also be discussed with the State Governments before they are finalised and implemented.

(d) Yes, Sir.

Ten Years prospective plan for crude Reserve

2643. SHRI NARENDRA SINGH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the main features of the 'Ten Years Prospecting Plan' for the crude reserve in the country;

(b) total amount earmarked in the Fifth Five Year Plan;

(c) in view of the Present hike in oil prices whether Government consider that the amount earmarked therein will meet the requirement of the crude; and

(d) if so, the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) An Indo-Soviet team of experts drew up a realistic programme of work for the first 5 year period and a broad programme of work for the subsequent 5 year period in September, 1971. The first 5 Year Plan programme has been suitably integated with the 5th Five Year Plan programme of the ONGC and projections have been made for the subsequent 5 years. The main features of the Fifth Plan are the establishment of recoverable reserve of 70 million tonnes during the 5th Five Year Plan and 132 million tonnes in the subsequent 5 years.

(b) to (d). At present the amount marked for the ONGC for the Fifth Five Year Plan Period is Rs. 697.42 crores. This is considered adequate to achieve an annual rate of production of 8.42 million tonnes of crude per annum by 1978-79. If, however, the commercial viability of the recent discovery at Bombay High is established, then provision for more funds in order to enable quick exploitation of this area will have to be made. Details can only be worked out after more information about this structure becomes available.

Investment of Foreign Drug Firms with more than 26 per cent Foreign Equity

2644. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) What is the investment of foreign drugs firms (exceeding 26 per cent foreign equity) and the total sales during the last three years as also their total investment in bulk drugs, according to international value;

(b) whether it is a fact that applications of foreign firms for benefits like permission letters, COB Licences and diversification are screened without delay; and

(c) if so, whether Government intend to consider giving a free hand to Indian drugs industry, whose investment in bulk drugs is over 20 per cent of the sales to manufacture bulk drugs and impose a ban on foreign firms whose investment in bulk drugs is about 60 per cent of their sales for basic manufacturing and other facilities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) A statement showing the names of firms with foreign equity exceeding 26 per cent manufacturing drugs and pharmaceuticals etc., their present equity

and turnover in the last three years is laid on the Table of the House. [*Placed in Library. See* No. LT. 6393/74].Figures of their total investment in bulk drugs separately are not available.

(b) No permission letters are being issued by the Ministry since 1966. Diversification is governed by the Government policy as might be in force from time to time. No preference is shown by way of speed in screening of applications of foreign firms for COB or other industrial licences.

(c) The steps taken by Government to encourage the Indian Sector and regulate the working of foreign firms have been furnished in reply to Lok Sabha Starred Question No. 227 dated 27th November, 1973.

Expert Body Report on Drugs and Pharmaceuticals

2645 SHRI JYOTIRMOY BOSU : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Expert Body Report on Drugs and Pharmaceuticals has been received by Government;

(b) if so, on what date;

(c) the main findings and recommendations of the Expert Body; and

(d) when the report will be placed before Parliament?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Perhaps the reference is to the Working Group constituted under the Chairmanship of the Chairman, Bureau of Industrial Costs and Prices to examine the cost structure of 24 bulk drugs. The report of the Group was received in four parts between April and October, 1972.

(c) and (d). The recommendations of the Group are still under consideration.

Casual Labour Engaged in Loading of Coal

2646. SHRI C. K. JAFFER SHARIEF: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that due to the non-availability of coal and wagons in time, the casual labourers have to wait and their time is wasted;

(b) whether Government propose to give work to the casual labourers for the full week and to pay them wages for the full week; and

(c) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

One Union for Railways

2647. SHRI BHOGENDRA JHA:
SHRI ISHAQUE SAMBHALI:

Will the Minister of RAILWAYS be pleased to state :

(a) the reaction of the Central Trade Unions to Government's decision about having one Union for Railways; and

(b) the criteria proposed to be laid down for creating recognition to the Union?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). In the Conference on Labour Relations held by Minister for Railways on 4-2-1974, with the leaders of the All India Railwaymen's Federation and the National Federation of Indian Railwaymen and four Central Trade Union organisations, a general consensus emerged that there should be only one union which should be broad based and popular enough to represent all Crafts and Categories of Railway workers.

Plan to Boost the Production of Basic Drugs

2648. SHRI VASANT SATHE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have formulated a plan to boost the production of life saving basic drugs to make them available at reasonable prises; and

(b) if so, the outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). The present annual indigenous output of the bulk drugs in the country is worth about Rs. 50 crores, which is proposed to be increased to about Rs. 200 crores by the end of the Fifth Plan period. A provision of Rs. 70 crores has been proposed in the draft Fifth Five Year Plan to expand the public sector drug production. Discussions have been held by the Ministry with Associations of the drug industry so that the companies in the private sector may come forward with applications for necessary industrial licences etc. Increased production will ensure availability of drugs in adequate measure. The prices of drugs are controlled under the Drugs (Prices Control) Order, 1970 to ensure that those are available to the consumers at reasonable prices.

Sale of Crude Oil by Iran to Pakistan at cheaper rates than to India

2649. SHRI VEKARIA:
SHRI ARVIND M. PATEL :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether sale of crude oil to Pakistan by Iran is at a lower rate than the rate at which it is being sold to India;

(b) if so, whether Government of India have brought this to the notice of Iran; and

(c) if so, with what result?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Government have no precise information regarding the terms and conditions for the supply of crude oil from Iran to Pakistan.

(b) and (c). Do not arise.

Railway Administration's study on impact of oil crisis on future working of Railways

2650 SHRI S. R. DAMANI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the railway administration has made a study of the impact of the oil crisis on the future working of the railways;

(b) if so, what are the operational areas where changes need to be introduced; and

(c) when will they be implemented without risking efficiency?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) Changes proposed are :

(i) Retention in service of old steam locomotives; and

(ii) Extension of electric traction at a faster pace.

(c) Implementation of these proposals has commenced and will be a continuous process.

औषध बनाने वाली देशी तथा विदेशी कम्पनियां और उनका उत्पादन

2651. डा० लक्ष्मी नारायण पांडेय : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में औषध बनाने वाली प्रमुख देशी तथा विदेशी कम्पनियों के नाम क्या हैं ; और

(ङ) औषध बनाने वाली देशी तथा विदेशी कम्पनियों ने गत तीन वर्षों में प्रति वर्ष अलग अलग कितने मूल्य की औषधियां बनाई ?

रेडीलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख), 26 प्रतिशत से अधिक विदेशी-इक्विटी शेयरों और औषध निर्माण करने और फार्मास्युटिकल वाली फर्मों से सम्बद्ध सूचनाएं लोक सभा के दिनांक 12 मार्च, 1974 के अ० प्र० स० 2644 के उत्तर मे पेश की जा रही है । कुछ भारतीय फार्मास्युटिकल कम्पनियो के संबंध मे सूचना संलग्न विवरण पत्र में प्रस्तुत की जाती है ।

विवरण

(रुपये करोडो मे)

कुल बिक्री

	1970	1971	1972
इस्ट इंडिया फार्मास्युटिकल्स वर्क्स लि०	4.41	5 15	उपलब्ध नही
रैनबक्सी लेबोरेटरी लि०	1.28	1 71	2 40
एलम्बिक कैमिकल्स वर्क्स लि०	13 61	15 27	16 17
यूनिकम लेबोरेटरी लि० .	3.89	4 95	5 93

	1969-70	1970-71	1971-72
बंगाल इम्यूनिटी कं०	2.71	3.16	उपलब्ध नहीं ।

	1970-71	1971-72	1972-73
स्टैन्डर्ड फार्मास्युटिकल्स	3.63	3.81	4.72
डेल मैडिकल स्टोर्ज लि० . .	5.04	5.65	5.24
साराभाई एम कैमिकल्स लि० . .	3.24	3.24	3.84
साराभाई कैमिकल्स	19.08	24.75	27.62

Accumulation of Jute and Coal due to shortage of wagons

2652. SHRI M. SUDARSANAM :
SHRI M. RAM GOPAL REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether shortage of wagons has resulted in the accumulation of jute and coal at various stations; and

(b) if so, the remedial steps taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No Jute could not be cleared firstly due to prolonged strike in the jute industry and then the staff agitations and 'work-to-rule' in the Northeast Frontier Railway. Coal loading was affected, particularly in Bengal- Bihar coalfields by various causes like strikes, staff agitations, 'Go slow', bundhs, power shedding, squatting on track etc., which has frequently interrupted train running and created an artificial scarcity in wagon availability.

(b) Railways will have no difficulty in moving jute and coal traffic, given normal conditions of working.

Mini Projects sanctioned by Rural Electrification Corporation in Madhya Pradesh

2653. SHRI RAM BHAGAT PASWAN :
SHRI R. S. PANDEY :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Rural Electrification Corporation of India has sanctioned over Rs. 3 lakhs for 'Mini Projects' in the State of Madhya Pradesh; and

(b) if so, the salient features of these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The Rural Electrification Corporation has sanctioned 14 Mini Projects of Madhya Pradesh State Electricity Board as on 28th February, 1974. These schemes involve a loan assistance of Rs. 62.128 lakhs for electrification of 122 villages and energisation of 472 pumpsets and power supply to 148 small scale industries. The details of these schemes are given in the Statement laid in the Table of the House. [*Placed in Library See* No. LT-6394/74]

18 और 19 फरवरी, 1974 को हुआ वकीलों का सम्मेलन

2654. श्री चन्द्रभाल मनी तिवारी : क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या विज्ञान भवन, नई दिल्ली में 18 और 19 फरवरी, 1974 को वकीलों के हुए सम्मेलन में सरकार से कुछ सुविधायें मांगी गई थी ,

(ख) क्या सामान्य नागरिकों को कानून की मूलभूत बातों में अवगत करने के लिए सरकार कोई योजना बना रही है , और

(ग) क्या इससे पुलिस में व्याप्त भ्रष्टाचार कम करने में सहायता मिलेगी ?

विधि, न्याय और कम्पनी कार्य मंत्रालय में राज्य मंत्री (श्री मोतिराव सिंह चौधरी) : (क) जी नहीं ।

(ख) जी नहीं ।

(ग) प्रश्न ही नहीं उठता ।

10-Hour Duty for Locomen on South Eastern Railway

2655. SHRI V. MAYAVAN:
SHRI NAWAL KISHORE SHARMA:

Will the Minister of RAILWAYS be pleased to state :

(a) whether South-Eastern Railway has started 10-hour duty for the Locomen;

(b) if so, since when and the number of trains covered thereby; and

(c) when the new duty hours are proposed to be made applicable to all India level ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Implementation of 10-hour duty for Loco Running staff was commenced by the South-Eastern Railway on 1st December, 1973. Since then all Mail/Express trains and 9 passenger trains have been covered. Goods trains running on seven selected sections have also been covered.

Similar action has been taken by other Railways.

Irrigation Projects for Bihar in Fourth Plan

2656. SHRI HARI KISHORE SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the number of irrigation projects decided upon for Bihar during the Fourth Plan period;

(b) the progress made therein;

(c) the reasons for delay or non-completion or non-starting of these projects, if any, and

(d) how many of such projects have been delayed or not started because of lack of initiative on the part of the State Government?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C PANT) : (a) and (b). During the Fourth Plan period; One major and Ten medium new approved irrigation schemes were taken up for execution. Two of these medium schmes are likely to be completed during the Fourth

plan period and the others are in various stages of construction. All the remaining medium schemes are expected to be completed during the Fifth Plan period. The work on the major scheme (Bagmati Project) is expected to spill over into the Sixth Plan.

(c) and (d). It has been reported that the delay in the execution of these schemes has mainly been due to difficulties of land acquisition, as well as scarcities of the necessary inputs.

Implementation of Bansagar Project Agreement

2657. SHRI HARI KISHORE SINGH Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the progress made towards the implementation of the Bansagar Project Agreement;

(b) whether any periodicity has been decided upon for the division of water from the said project between the States concerned;

(c) if so, the main features thereof; and

(d) if not, whether there is any proposal under the consideration of Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) Project proposals, modified in the light of the Agreement reached amongst the States on sharing of Sone Waters, are awaited from the Government of Madhya Pradesh.

(b) to (d). The States had agreed that the Government of India may set up a special River Commission for a comprehensive study of hydrology of the Sone river, and the possibility of utilising by lift the available waters of the nearby Ganga.

Selection of paintings for Jayanti Janta Express

2658. SHRI HARI KISHORE SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether there was any selection Committee for selecting the Madhubani paintings for Jayanti Janta Express ;

(b) if so, the criteria adopted for the selection ;

(c) whether these paintings were directly purchased from the artists or they were supplied through contractors; and

(d) if purchased through contractors, the name thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) to (c). A set of original Mabhubani Foluk art paintings available with Bihar State Emporium were purchased and the selection was made in the Railway Board's Office.

(d) Does not arise.

Power Supply to Hindalco

2659 SHRI D. D. DESAI :
SHRI P. GANGADEB

Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether power supply has been stopped to Hindalco ;

(b) if so, to what extent this would have a bearing on other industries; and

(c) what other sources of energy are proposed to be provided to Hindalco to smoothen its production?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) to (c). Power supply from the Uttar Pradesh State Electricity Board for the aluminium smelters of Hindalco has been stopped. Power supply for fabrication plant continues at the reduced level of 5 MW

instead of 7.5 MW. The aluminium production is, therefore, now dependent entirely on the power supply from Renusagar Power Co. which is a subsidiary of Hindalco. Production of aluminium has been reduced to the level of 150 tons per day on account of stoppage of power supply from Uttar Pradesh State Electricity Board for the smelters. This has correspondingly reduced the availablity of aluminium in the country for various industries utilising aluminium. The Uttar Pradesh State Electricity Board is attempting to increase the availability of power in Uttar Pradesh.

Allotment of Petrol Pumps to Cooperatives of Taxis and Auto-Rikshaw Owners

2660. SHRI D. D. DESAI :
SHRI SHRIKISHAN MODI :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Indian Oil Company proposes to allot petrol pumps to co-operatives of taxi and auto-rikshaw owners for their exclusive use;

(b) if so, the salient features of the scheme; and

(c) what will be its advantages?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) and (c). IOC considers allotment of retail outlets (petrol pumps) to taxi and auto-rikshaw owners as individuals or as cooperatives/associations to cater to their requirements subject to the assessed sale not being less than 30 Kls per month of automotive fuels. This would enable the taxi/auto-rikshaw associations to offer to its clientele assured and uninterrupted supplies of petroleum products. Rates, quantity and quality of products are also assured to the customers. IOC on the other hand through the allotment of such dealerships gets the advantage of assured sales for a large number of vehicles falling under one category.

Production of Formulation by M/s. Sandoz and other firms without licence

2662. SHRI BHALJIBHAI PARMAR :
SHRI K. S. CHAVDA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether M/s. Sandoz, May and Baker, Smith Kline and French Laboratories are producing a number of formulations without any licence under the Industries (Dev. and Reg.) Act, 1951 ;

(b) if so, the particulars of the items and their production, year wise during the past three years ; and

(c) the action Government propose to take against these defaulting firms ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). M/s. Sandoz India Ltd., M/s. May and Baker Ltd. and M/s. Smith Kline and French Ltd. are producing a number of formulations on the basis of approvals of Government. But whether they are producing any item without specific approval of Government is being ascertained and the information will be laid on the Table of the House.

Setting up of Irrigation and Power Projects in Kerala in Fifth Plan

2663. SHRIMATI BHARGAVI THANKAPPAN :
SHRI C. H. MOHAMHED KOYA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government propose to set up any new irrigation and power projects in the State of Kerala during the Fifth Five Year Plan; and

(b) if so, the main features thereof ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) and (b). The Fifth Plan of Kerala has yet to be finalised. However, the main features of the proposed new irrigation and power projects for which the necessary reports and estimates have been so far sent by the Government of Kerala to the Central Water and Power Commission are given below :—

	Name of Project	Estimated cost (Rs. lakhs)	Benefits
1.	Banasurasagar	1137.10	23,870 ha.
2.	Tirunelli	650.00	8,900 ha.
3.	Karapuzha	389 00	9,370 ha.
4.	Periyar Valley (Iddikki)	1650 00	32,780 ha.
5.	Vamanapuram	747.28	20,000 ha.
6.	Attappady	476 00	7,280 ha.
7.	Noolapuzha	290 00	8,500 ha.
8.	Manjat	318 00	4,860 ha.
9.	Thondar	299.00	6,070 ha
10.	Idamalayar	1439 00	57,400 ha.
11.	Kerala Bhavani	1224 70	32,300 ha. and 100 MW Installed
12.	Mananthody	1612 00	14,170 ha. and 200 MW Installed.
13.	Pandiar-Punnapuzha Hydro-Electric Project	1122 00	70 MW Installed.
14.	Kakkad (Sabirigiri Tailrace) Hydro-Electric Project.	1568 00	60 MW Installed.
15.	Idikki Hydro-Electric Project-Stage-III	410 00	Additional firm capacity of 48 MW at 100% Load Factor in Stage-I powerhouse.

Inclusion of these schemes in the Plan would depend upon their techno-economic feasibility, and availability of funds.

Railway Wagons available for Transportation of Coal to Kerala

2664. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of RAILWAYS be pleased to state :

(a) the number of Railway wagons made available for the transportation of coal to Kerala during the year 1973-74; and

(b) the number of wagons demanded for the transportation of coal in Kerala during the same period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) During the year 1973-74 (upto February) 216 wagons of coal and coke were allotted for Kerala.

(b) Demand for coal and coke wagons from all coalfields for Kerala was 510 wagons during the same period.

Length of Railway Line per one lakh persons in Kerala

2665. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of RAILWAYS be pleased to state the length of

Railways line per one lakh persons in the State of Kerala and how does it compare with the all India average ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): A lakh of population is served by 4.17 route kilo metres of railway line in Kerala State as against the all India average of 11 01.

Projects sanctioned by R.E.C. for Kerala during 1973-74

2666 SHRIMATI BHARGAVI THANKAPPAN Will the Minister of IRRIGATION AND POWER be pleased to state

(a) the projects sanctioned by the Rural Electrification Corporation of India during the current financial year in the State of Kerala, and

(b) the particulars regarding the projects sanctioned for the improvement of backward areas in the State of Kerala during 1973 74?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) (a) The Rural Electrification Corporation has sanctioned four schemes of the Kerala State Electricity Board upto February, 1974 during the current financial year These schemes involve loan assistance of Rs 139 255 lakhs for electri fication of 166 villages and energisation of 2280 pumpsets. All these schemes pertain to the advanced areas

(b) The Kerala State Electricity Board has sponsored only one scheme for specially under-developed area during the current financial year This is under consideration of the Corporation

Railway Guards' dissatisfaction with New Pay Scales

2667. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Guards working in the Northern Railway have represented to Government their dissatisfaction with the new pay scales and requested for reconsideration of this matter ;

(b) if so, whether any consideration has been given to the demands of the Guards; and

(c) if so, the decision of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The Government have decided to broadly accept the recommendations of the Third Pay Commission relating to pay scales for Class II, III and IV Central Government employees, including Railway employees The revised scales for the category of Guards have accordingly been notified on the basis of this decision Any departure from the recommended scales, either on grounds of parity with other departments or with other categories in the same department will lead to wide repercussions

Increase in prices of Petrol and other Products

2668 SHRI MADHU LIMAYE Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether the decision to increase further the price of petrol and other products was postponed for the time being in view of the Uttar Pradesh and Orissa Elections?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) No, Sir

सिंचाई परियोजनाओं की क्रियान्विति

2669 श्री मूल चन्द डागा क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि

(क) सरकार के विचाराधीन उन सिंचाई परियोजनाओं के क्या नाम हैं जिनकी क्रियान्विति

के फलस्वरूप अधिक खाद्यान्नों का उत्पादन होने की आशा है,

(ख) क्या उनके लिए कोई समय बद्ध कार्यक्रम तैयार किया गया है, और

(ग) यदि हां, तो उसकी मुख्य-मुख्य बातें क्या है ?

सिंचाई और विद्युत मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) से (ग). पांचवी योजना में, बड़ी संख्या में नई स्कीमों का हाथ में लेने के अतिरिक्त, चतुर्थ योजना से निर्माण को जा रही 75 वृहत् एवं 155 मध्यम सिंचाई स्कीमों पर कार्य जारी रखने का प्रस्ताव है । पांचवी योजना में 2401 करोड रुपये के परिव्यय का प्रस्ताव है और यह सम्भावना है कि तब तक 64 वृहत् और सभी 155 मध्यम सतत स्कीमें पूर्ण हो जाएंगी और 6 2 मिलियन हेक्टेयर अतिरिक्त सिंचाई शक्यता विकसित हो जाएगी ।

निर्मित सिंचाई शक्यता के समुपयोजन में तेजी लाने के लिए और उपलब्ध जल के पूर्ण समुपयोजन के जरिए कृषि उत्पादन को अधिकतम करने हेतु कमानगत क्षेत्र के विकास पर भी बल दिया जा रहा है । पांचवी योजना के मसौदे में इसके लिए सरकारी क्षेत्र में 216.63 करोड़ रुपये का प्रावधान किया गया है । इसके अतिरिक्त 210 करोड़ रुपये संस्थागत संसाधनों से उपलब्ध होने की सम्भावना है ।

तेल की स्थिति को देखते हुए सरकारी विभागों में वाहनों की संख्या में कमी

2670. श्री भूल चन्द डागा: पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) सरकार ने तेल की कमी को देखते हुए किन-किन सरकारी विभागों में जनवरी और फरवरी, 1974 में कारों, जीपों तथा अन्य वाहनों की कमी कर दी है और उनका कम उपयोग होने लगा है , और

(ख) इस संबंध में सरकार द्वारा जारी किये गये परिपत्रों तथा अधिसूचनाओं की मुख्य बातें क्या हैं ?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री साहनवाज खां) : (क) और (ख) यह अनुमान है कि "सरकारी विभागों" से माननीय सदस्य का आशय " भारत सरकार के केन्द्रीय मंत्रालयों के सरकारी विभागों" से है । सूचना एकत्र की जा रही है और सभा पटल पर रख दी जाएगी ।

Supply of Foodgrains to Railway Workers of Nagpur

2671 SHRI M. KATHAMUTHU: Will the Minister of RAILWAYS be pleased to state .

(a) whether 12 kgs. of foodgrains are being supplied to the Railway workers of Nagpur through ration shops,

(b) if not, what steps have been taken to ensure regular supply of foodgrains at reasonable cost,

(c) the number of employees at Nagpur who have been denied their wages for the period from 19th December, 1973 to 28th December, 1973 in connection with the food agitation; and

(d) the reasons for discrimination in respect of cut in wages for some and no cut for others·

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No; only seven kgs. per adult per month are being supplied.

(b) State Government authorities were contacted as the supply of foodgrains and other essential commodities to the general public including the Railway employees is primarily the responsibility of the State Governments.

(c) 6550, on the principle of "No Work No Pay".

(d) Employees who participated in any agitation from 19-12-1973 to 28-12-1973 were not paid wages for this period on the principle of "no work no pay" and no discrimination was made in this respect.

Permission to Southern Petro-chemicals Industries Cooperation to set up a Fertilizer Plant at Cuddalore

2672 SHRI M. KATHAMUTHU :
SHRI SEZHIAN .

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Southern Petro-chemicals Industries Corporation, Tuticorin has applied for permission to set up a fertiliser factor at Cuddalore ;

(b) if so, whether the permission has been given, and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN).(a) Yes, Sir

(b) No, Sir.

(c) The proposal is being appraised

Value and Quantity of Scrap disposed of by each Railways

2673. SHRI S. N. MISRA: Will the Minister of RAILWAYS be pleased to state :

(a) the value and quantity of scrap disposed of by each Railways during the last three years, year-wise; and

(b) the mode of its disposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) A statement is laid on the Table of the House [*Placed in Library. See* No LT-6395/74]

(b) The scrap available for disposal after meeting Railways' own requirements and complying with the commitments entered into with other Government departments is disposed of by open Tenders or through periodical Auction Sales.

Saving of Fuel and Power Through adjustment of working hours

2674. SHRI P. A. SAMINATHAN :
SHRI P. M MEHTA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have examined the feasibility of saving fuel and power by suitably adjusting hours of work in the country in summer and winter; and

(b) if so, the decisions taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Yes, Sir The feasibility of saving fuel and power by suitably adjusting hours of work in the country in summer and winter has been examined By adjustment of the working hours of factories and other establishments and by restoring of leads, savings in peak power requirements have been effected However, by adjustment of working hours in summer and winter, no significant savings are possible.

Proposal to supply ration to Railway Employees through fair price shop

2675 SHRI BHOGENDRA JHA :
SHRI C JANARDHANAN .

Will the Minister of RAILWAYS be pleased to state .

(a) whether at the Central Trade Union meeting with Government, A.I.T.U.C. had proposed that Government should supply ration for Railway employees through fair price shops in each State, and

(b) if so, what is the decision of Government and salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Supply of foodgrains and other essential commodities for the general public including Railway employees is primarily the responsibility of the State Governments and fair price shops are set up in the country as part of general distribution system. The Railways are, however, encouraging the railway employees to set up and run the Railwaymen's Consumer Co-operative Societies. Various facilities and concessions are provided to such Societies for their orderly growth. Generally, the stations having concentration of 300 or more Railway employees are covered by fair price shops run through the agency of either Railwaymen's Consumer Co-operative Societies or State authorised dealers to meet the need of the Railwaymen and their families. The matter is, however, being examined with a view to getting the State Governments to set up more fair price shops for Railway staff

Survey of Continental shelf for Oil Exploration

2676 PROF. MADHU DANDAVATE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the measures suggested by the Geological Survey of India for proper survey and exploration of continental shelf along the coastal region of the country to make the country self-sufficient in fossil oil ;

(b) the action taken/proposed on the measures suggested; and

(c) steps taken to strengthen the marine geological wing and to survey the sub-Himalayan region ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, such measures to make the country self sufficient in oil have been suggested.

(b) Does not arise.

(c) The steps taken by the Geological Survey of India (G.S.I.) to strengthen its Marine Geological Wing and to survey the sub-Himalayan region are

(i) The Marine Geology Unit established in 1965 is presently manned by 9 Geologists ; the unit is being expanded and the GSI has also taken action to procure a ship for Marine Geological work.

(ii) Geological mapping of Himalayan and Sub-Himalayan areas by G.S.I. is being carried out from various circle offices. Besides a Himalayan Geology Division has been set up to intensify and ensure purposeful synthesis of the work being carried out in the Himalayan region.

In so far as search for crude oil is concerned the ONGC has conducted geological and geophysical surveys in parts of the Himalayan region.

Inclusion of Sholapur Division in Central Railway Zone

2677. PROF. MADHU DANDAVATE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Committee appointed to Study the demand for the inclusion of Sholapur division in the Central Railway Zone has met and arrived at its findings ;

(b) if so, what are the recommendations of the Committee ;

(c) whether Government have taken any decision on Committee's recommendations ; and

(d) if so, the nature thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The Committee has not yet completed its task

(b) to (d). Do not arise.

Adequate Railway Communication to Steel Plants

2678. PROF. MADHU DANDAVATE : Will the Minister of RAILWAYS be pleased to state :

(a) what concrete steps are taken to provide adequate railway wagons to steel plants; to relieve the accumulated stocks of steel at these plant; and

(b) how much time will be taken to normalise the rail communications to the steel plants ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Some accumulation of ground stocks of steel material has taken place during recent months, particularly in August and December, 1973, due to a spate of staff agitations, wild-cat strikes, bundhs, 'Go Slow' theft of traction and communication equipment etc., seriously affecting train operation particularly in the Eastern Sector Not withstanding these constraints, which are still continuing, railways are making efforts to clear finished products from the steel plants to the maximum extent possible.

(b) Railways will have no difficulty in clearing steel plant traffic if the trains move normally and unhindered by the above factors. The period which may be taken to normalise the position depends upon return to normal working conditions.

Economy in Consumption of Coal by Strengthening Railway Tracks

2679. SHRI D. P. JADEJA :
SHRI ARVIND M PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have examined the reports that economy in consumption of fuel upto 15 per cent can be achieved by strengthening the Railway tracks ;

(b) if so, the outcome thereof ; and

(c) how Government propose to act in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Preliminary studies conducted have indicated that on track laid with long welded rails, the tractive resistance recorded is about 16 per cent less. This can result in some fuel economy.

(b) and (c) The Indian Railways have launched a track modernisation programme for strengthening of track structure on trunk routes, including welding of rails.

Decision of M.R.T.P. Commission on setting up of a New Undertaking by a Monopoly House

2680. SHRI C. K CHANDRAPPAN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Monopolies and Restrictive Trade Practices Commission has taken a decision that a member of the public who is opposing the setting up of a new undertaking by a monopoly house, is not entitled to get all documents connected with the proposed project ; and

(b) if so, what is the reaction of Government to this decision ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) and (b). In the case of an application under Section 22(3)(b) of the MRTP Act, 1969, two opponents filed applications before the Commission praying that certain documents be furnished to them either by the applicant Company or by the Commission. On these applications, the Commission passed an order on the 11th February, 1974 which, *inter-alia*, highlighted the statutory provisions of Section 17, 18 & 60 of the MRTP Act imposing restrictions on disclosure of information/documents

Construction of Pazassi Project and Thannirmukkom Project

2681. SHRI C. K. CHANDRAPPAN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the construction of the Pazassi Project in Cannanore district and the Thannirumukkom project in Alleppey district is moving at a snail pace due to lack of funds;

(b) when are these projects likely to be completed and at what stage the construction of those projects stands at present; and

(c) in which years the construction of these projects began and what was the estimated expenditure for those at that time and what are the present revised estimates of those projects and also the amounts spent so far on each of these projects ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). The construction of the Pazassi Project was started by the Government of Kerala in 1961-62, while construction of the Thannirmukkom regulator was started in 1958. The Projects were originally estimated to cost Rs. 4.42 crores and Rs. 1 50 crores respectively. The projects have been progressing slowly owing to inadequate provisions made by the Government of Kerala. The revised estimates for these projects now amount to Rs. 14.62 crores and Rs. 4.58 crores respectively. The expenditure on the projects, by the end of 1973-74 is expected to be Rs. 4.34 crores and Rs. 2.60 crores respectively.

On the Pazassi Project, about a third of the work on the barrage and about a quarter of the canal work has been done so far, and the project is expected to be completed by the end of the Fifth Plan. The second stage of the Thannirmukkom regulator is expected to be completed by the middle of 1974, and benefits are expected to accure when the Coffer dam for the third stage is completed by the end of 1974. The project as a whole is expected to be completed by 1977-78.

House Building Applications by Railway Employees of Olavakkode Division (Southern Railway)

2682. SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state :

(a) how many Railway employees in the Olavakkode Division of the Southern Railway applied for loans for the purchase of land for house buildings ; and

(b) in how many cases loans have been sanctioned ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) 13

(b) 8.

Cancellation of Trains in Olavakkode Region (Southern Railway)

2683. SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of trains cancelled in the Olavakkode Region (Southern Railway) due to coal shortage and locomens' and other strikes during the last one year ;

(b) the number of trains which have since been re-introduced ; and

(c) the time by which the remaining trains will be restored ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The number of trains cancelled has been varying but on an average over the whole year, 9 Pairs of trains daily were cancelled.

(b) All services have since been restored excepting 23 pairs which still remain cancelled.

(c) The trains still remaining cancelled will be progressively restored as and when the loco coal supply position on Railways improves.

Doubling of Railway Track from Arkonam to Cochin

2684 SHRI C. H. MOHAMED KOYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Ministry had decided to double the track from Arkonam to Cochin ;

(b) whether the doubling is over in the Tamil Nadu portion of the track ; and

(c) how much time will it take to double the Kerala portion ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : (a) to (c). The position is as under :

(i) *Tamil Nadu* : Double line to the extent of 383 km. is already available. Work on the doubling of 46 km is in progress and expected to be completed by December, 1974 Doubling of the single line portion between Irugur and Podanur is not considered necessary

(ii) *Kerala* : Double line to the extent of 45 km is already available. Work on the doubling of 18 km. is in progress and expected to be completed by December, 1974. No target date for doubling of the balance portion of the section has yet been fixed.

Use of Coal in Place of Oil Fuel

2685 SHRI SHRIKISHAN MODI:
SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether his Ministry has defered the proposed switching over from oil fuel to coal;

(b) if so, the reasons therefor; and

(c) if not, which are the units proposed to be converted into coal-based ones?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) No, Sir.

(b) Does not arise.

(c) The following units are proposed to be converted into coal fired ones:-

Name of Power Station	Installed capcity of units to be converted (MW)	
(i) Barauni (Bihar)	2 × 15 MW 2 × 50 MW	130 MW
(ii) Ahmedabad (Gujarat)	4 × 15 MW 2 × 30 MW	120 MW
(iii) Trombay (Maharashtra)	2 × 62 5 MW (1 × 62 5 MW plus 1 × 150 MW to switch over to coal No conversion is required)	125 MW
(iv) Dhuvaran (Gujarat)	4 × 63 5 MW	254 MW

Fund for Rural Electrification in Fifth Plan

2686 SHRI SHRIKISHAN MODI
SHRI HUKAM CHAND KACHWAI.

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Rural Electrification Corporation of India had approached the Centre to make sufficient provision for the electrification of the rural areas in the country;

(b) if so, the total amount allocated during the Fifth Five Year plan for the purpose; and

(c) the total number of villages which will be electrified and the number which will still be left out by the end of the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) The Rural Electrification Corporation had proposed an outlay of Rs. 950 crores for their rural electrification programmes during the Fifth Five Year Plan.

(b) Rupees 400 crores have been allocated for the Rural Electrification Corporation during the Fifth Five Year Plan. In addition Rs. 275 crores under the Minimum Needs Programme is also likely to be channelised through the Rural Electrification Corporation.

(c) There are 5,66,878 villages in the country. By the end of the Fifth Plan 2.58 lakh villages are planned to be electrified. Thus 3.09 lakh villages will remain unelectrified.

Third big station for Calcutta

2687 SHRI A. K. M. ISHAQUF :
SHRI S.N. SINGH DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of incoming and outgoing passenger trains at Howrah and Sealdah stations daily and the number of such trains at two big stations of Delhi and Bombay;

(b) whether to check overcrowding at existing Railway Stations in Calcutta, it is proposed to have a third big station;

(c) if so, the estimated outlay thereof ?

(d) the name of the station which will be developed for the purpose; and

(e) the number of passenger trains likely to arrive and depart from there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) A Statement is attached.

(b) to (d). The following surveys are in progress:—

(1) Techno-economic survey for sectional and terminal facilities required for dealing with suburban and non-suburban traffic in Howrah and Sealdah Divisions, terminal facilities for parcel traffic for Eastern and South Eastern Railways, additional facilities for South Eastern Railway Suburban trains at Howrah, and facilities for dispersal of goods traffic from Howrah and Sealdah. The survey Report pertaining to Howrah Station has been examined and the following works have been included in the Budget for 1974-75 as Phase I at a cost of Rs. 1.48 crores:

(i) Placement of structures of the General Stores and signalling Workshop at Howrah and Shifting them to Belur.

(ii) Replacement of the structures of the Belur Scrap Yard and shifting it to Dankuni. This will release space for further expansion of terminal facilities at Howrah

(2) Engineering-cum-Traffic Survey for provision of suburban terminal facilities in Calcutta (South Eastern Railway).

It is too early to indicate the facilities to be provided as the details have not yet been finalised.

(e) Cannot be indicated at this stage.

STATEMENT

Daily number of incoming and out-going trains

Name of Station	No. of trains		
	Incoming	Outgoing	
Howrah	169	169	These include the weekly, biweekly and triweekly trains also.
Sealdah	199	199	
Delhi B.G.	69	70	
Delhi M.G.	13	13	
New Delhi	67	67	
Bombay VT (including Dadar)	346	346	
Bombay Central (including Dadar)	22	30	
Bombay (Churchgate)	245	237	

Progress of Irrigation and Power projects in West Bengal

2688. SHRI A. K. M. ISHAQUE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the progress of Irrigation and Power projects in West Bengal has been rather slow;

(b) if so, the reasons therefor; and

(c) the steps being taken to accelerate the pace of progress of those projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Some of the irrigation and power projects being executed by the West Bengal Government have taken some what longer than anticipated. This is mainly due to shortage of funds, rise in costs, scarcity of construction materials and delay in receipt of equipment. The projects under execution are now in an advance stage of execution and every efforts is being made by the State Government to accelerate the pace of construction on these projects

Committee for fixation of prices of petroleum products

2689. SHRI SUKHDEO PRASAD VERMA :
SHRI M. S. SANJEEVI RAO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have set up a high power committee for fixation of prices of petroleum products; and

(b) if so, the composition of the committee and other salient features thereof;

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b) Government have decided to set up a Pricing Committee to examine and report on the pricing of petroleum products. The Committee has yet to be formally constituted.

Disruption of transportation of commercial goods due to cancellation of goods trains

2690. SHRI C. JANARDHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the transportation of commercial goods was disrupted as a result of the cancellation of several goods trains on Northern and North Eastern Railways owing to shortage of coal and wagons during the last year;

(b) if so, the facts thereof; and

(c) the action taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) On North Eastern Railway only due to agitation by telecommunication staff, loco maintenance staff, carriage and wagon staff and loco running staff, Station Masters and Assistant Station Masters on several occasions, goods train movement was seriously affected and goods trains cancelled, preventing even loaded loco coal wagons to be carried from transhipment points to different loco sheds on the Railway.

(b) and (c). Does not arise.

Plan for Co-operative Regional Development of Fertiliser Industry

2691. SHRI B. K. DASCHOWDHURY: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a plan for Co-operative Regional Development of Fertiliser Industry is in the offing; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ

KHAN) : (a) and (b). While there is presently no plan of the type referred to, the development of fertilizer capacity in the country is made with reference to techno-economic, demand and other relevant considerations. In planning development of such capacity, the views, if any, of State Governments and other agencies concerned are also kept in view.

Manufacture of drilling rigs in India

2692 SHRI C. K. JAFFER SHARIEF. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Rumania has been the principal supplier of rigs which are being used on various on-shore drilling sites;

(b) whether any decision to manufacture the drilling rigs in India was taken on a priority basis to secure facilities to find new oil fields in quickest possible time; and

(c) if so, the names of the countries which have come forward to assist India, alongwith their terms of agreement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir

(b) Yes, Sir

(c) Except for the existing collaboration of HEC, Ranchi with USSR for certain capacity of rigs, no other country has come forward so far to assist India in the manufacture of drilling rigs.

Purchase of Goods and Machinery from Foreign Countries for Indian Railways

2693. SHRI NAWAL KISHORE SHARMA. Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering to set up a body to go into the details of the purchase of goods and machinery for use in Indian Railways from foreign countries;

(b) if so, the salient features of the proposal and when the report of the body is expected by Government; and

(c) the estimated foreign exchange to be saved by Indian Railways as a result of the implementations of the report ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no proposal at present to set up a body to go into the details for purchase of goods and machinery for use on Indian Railways from foreign countries

(b) and (c) Does not arise in view of reply against (a) above.

पिछले तीन मासों में रेलों में अपराधों की घटनाएं

2694. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) भारतीय रेलो मे 31 जनवरी, 1974 तक के पिछले तीन महीनो मे चोरी, लूट और हत्याओं के कितने मामले हुए और इस संबंध मे कितने व्यक्तियों को गिरफ्तार किया गया ,

(ख) क्या रेलो मे इस प्रकार की घटनाए बढ रही है, और

(ग) यदि हा, तो उसके मुख्य कारण क्या है ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा पटल पर रख दी जायेगी ।

पटना जंकशन स्टेशन पर अप तथा डाउन गाड़ियों का देरी से पहुंचना

2695. श्री शंकर दयाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पटना जंकशन स्टेशन पर प्रतिदिन कितनी अप और डाउन गाड़ियां आती-जाती हैं;

(ख) नवम्बर-दिसम्बर, 1973 और जनवरी, 1974 मे कितनी गाडियां समय से आई और कितनी देरी से आई, और

(ग) गाडियो के विलम्ब से चलने के मुख्य कारण क्या हैं तथा गाडिया समय पर चले इसके लिए सरकार कौन से कदम उठा रही है ?

रेल मत्रालय मे उप मत्री (श्री मुहम्मद शफी कुरेशी) (क) पटना जकशन स्टेशन पर कुल मिलाकर 66 गाडिया रोज पहुचती है ।

(ख) पटना जकशन स्टेशन पर नवम्बर 1973 दिसम्बर 1973 और जनवरी, 1974 मे ठीक समय पर पहुचने वाली गाडियो की कुल सख्या क्रमश 814 710 और 801 है । विलम्ब से पहुचन वाली गाडियो की तदनुरूपी सख्या क्रमश 511 640 और 640 है ।

(ग) पटना जकशन स्टेशन पर गाडिया के देर स पहुचन के मुख्य कारण थ कानून और व्यवस्था की बिगडी हुई स्थिति जन प्रदशन विभिन्न प्रकार के कर्मचारी आन्दोलन खतरे की जजीर का खींचा जाना हौज पाइपा का काट दिया जाना आदि ।

फिर भी सभी गाडिया के चालन पर कडी निगरानी रखी जाती है और सभी परिहार्य अपराधो के मामलो मे शीघ्र कारवाई की जाती है । गाडिया के समय पालन मे सुधार के लिए दोषी कर्मचारियो क विरुद्ध दण्डात्मक कारवाई भी की जाती है ।

अन्य नगरों मे भी राजधानी एक्सप्रेस रेल-गाड़ियां चलाना

2696 **श्री शंकर दयाल सिंह** क्या रेल मत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार अन्य नगरो के लिये भी "राजधानी एक्सप्रेस" रेलगाड़ियां चलाने का है , और

(ख) यदि हा तो इस प्रस्ताव की मुख्य बाते क्या हैं ?

रेल मत्रालय मे उप मंत्री (श्री मुहम्मद शफी कुरेशी) (क) फिलहाल और अधिक राजधानी एक्सप्रेस गाड़िया चलाने का कोई प्रस्ताव नही है ।

(ख) प्रश्न नही उठता ।

Higher turnover of IOC in 1973

2697 SHRI M RAM GOPAI REDDY Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether sales turnover of Indian Oil Corporation has been higher in 1973 as compared to the pervious year, and

(b) if so the profits earned by the Corporation during 1972 and 1973?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) The sales turnover and profits of the Indian Oil Corporation are compiled financial yearwise Information is therefore being given on the financial year basis Sales turnover of the Corporation was higher in 1972 73 as compared to the pervious year

(b) The total profits during 1972 73, before providing for depreciation interest & tax provision were Rs 66 32 crores, as against Rs 53 42 crores in the previous year Net profit after tax was as follows

1972-73	1971-72
Rs 22 17 crores	Rs 31 94 crores

Investment structure of National Rubber Manufacturers Limited, Calcutta and Inchek Tyres Limited, Calcutta

2698 DR RANEN SEN Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the total investment structure as on 31st March, 1973 of the National Rubber Manufacturers

Limited, Calcutta and Inchek Tyre Limited, Calcutta?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): Investment structure as represented by the pattern of assets of National Rubber Manufacturers Ltd, Calcutta and Inchek Tyres Ltd., Calcutta as per their Balance Sheets as at 31st December, 1972 and 30th June, 1973 respectively is given in the Statement annexed

STATEMENT

(Rs in lakhs)

	National Rubber Manufacturers Ltd, Calcutta	Incheck Tyres Limited, Calcutta
	(as at 31-12-1972)	(as at 30-6-1973)
1. Fixed Assets	173 20	288 52
2. Inventories	176 76	302 92
3. Investments in		
(a) Govt securities	0 01	NIL
(b) Other Securities	0 49	
(c) *Corporate Bodies*		
(i) Capexil (Agencies Ltd)	0 10	NIL
(ii) Inchek Tyres Ltd	36 31	Nil
4. Loans and Advances	52 55	24 49
5. Cash and Bank Balances	34 90	46 40
6. Other Current Assets (Sundry Debtors)	99 85	47 76
TOTAL Assets	574 17	710 09

Probe into the affairs of National Rubber Manufacturer (Limited) Calcutta

2699 DR. RANEN SEN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether his Ministry had made a probe into the affairs of National Rubber Manufacturers Limited, Calcutta in 1972;

(b) if so, the results thereof; and

(c) the action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) An inspection under section 209(4) of the Companies Act, 1956 was undertaken of the books of account of this company

(b) The inspection report brought out certain features like loans of raw materials, sales of natural rubber to a company and its subsequent repurchase, purchase of materials without inviting tenders and decline in the profits of the company.

(c) With a view to deciding whether a special audit under section 233A of the Companies Act, 1956 should be ordered the explanation of the company in respect of these features was called for. The company furnished a written reply and was also heard in the matter. The Company Law Board, on a consideration of the

written representation and the submissions made at the hearding, came to the conclusion that no special audit was called for.

Number of Sick Wagons and Repair thereof

2700. DR. RANEN SEN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a large number of wagons has become sick and they are lying in different Railway Workshops and stations causing shortage of running wagons in the Railways; and

(b) if so, steps taken to repair the sick ones and to manufacture the new ones?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No, the total number of ineffective wagons is close to the bare permissible minimum.

(b) Necessary machinery already exists to repair sick wagons which are a normal feature of railway working New wagons are also being manufactured subject to the availability of funds, production capacity and traffic needs.

Supply of Power to West Bengal

2701. DR. RANEN SEN :

SHRI SAMAR GUHA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether supply of power in West Bengal is inadequate for industries and other sectors ;

(b) if so, the reasons thereof ; and

(c) the steps taken by Government to meet the demand for power?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). In West Bengal, power restrictions are in force in respect of power supply to the industries and other sectors since the power availability is short of demand. The augmentation of power generating capacity in the State has not kept pace with the demand and plant availability was also low, resulting in the shortages. With the stabilising of the new generating unit of 120 MW at Santaldih, and augmentation of generating capacity in West Bengal System during the course of the Fifth Plan and improvement in plant operations the power position will improve considerably. During the Fifth Plan period, additional generating capacity to the extent of 768 MW is proposed to be commissioned in the State. A close watch is being kept on the progress of projects under construction so as to enable their being commissioned on schedule.

Committee to go into the working of O & N.G.C.

2702. SHRI MUKHTIAR SINGH MALIK : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a Committee or a Commission to go into the working of the Oil and Natural Gas Commission ;

(b) if so, the composition thereof ; and

(c) the time by which it will submit its report to Government ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir.

(b) and (c). Do not arise.

देहरादून एक्सप्रेस गाड़ी से नई दिल्ली स्टेशन पर कुछ डिब्बे काट देना

2703. श्री ओंकार लाल बेरवा: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देहरादून एक्सप्रेस गाड़ी से नई दिल्ली स्टेशन पर, कुछ डिब्बे काट दिये जाते है ; और

(ख) यदि हां, तो इन डिब्बों को पुरानी दिल्ली तक ले जाने मे सरकार को क्या कठिनाई है ?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी हां। लेकिन विभिन्न दर्जों के उतने ही सवारी डिब्बे लगा भी दिये जाते हैं।

(ख) दिल्ली स्टेशन पर सुबह और शाम गाड़ियों के भारी जमघट के समय शंटिंग की कठिनाइयों और गाड़ियां खड़ी करने की पर्याप्त सुविधाओं के न होने के कारण दिल्ली स्टेशन पर इन सवारी डिब्बों को लगाना और अलग करना व्यावहारिक नहीं है।

पश्चिम रेलवे में गार्डों को गरम ओवरकोट देना

2704. श्री ओंकार लाल बेरवा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या पश्चिम रेलवे के कुछ भागों में गार्डों को गरम ओवरकोट देना बंद कर दिया गया है,

(ख) यदि हां, तो कौन-कौन से क्षेत्रों में, और

(ग) ऐसा क्यों किया गया है?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी हां।

(ख) रतलाम मंडल, भावनगर मंडल, राजकोट मंडल, मदार को छोड़कर अजमेर मंडल, मदार-रेवाड़ी खण्ड और उस लाइन के उत्तर और दक्षिण के खण्डों को छोड़कर जयपुर मंडल और भरतपुर-बयाना खण्ड को छोड़कर कोटा मंडल में।

(ग) रेलवे बोर्ड के संबंधित वर्दी विनियमों के अनुसार ओवरकोट 'केवल सर्दियों में' और 'अत्यन्त ठंडे' क्षेत्रों में सप्लाई किये जाते हैं। चूंकि भाग (ख) में उल्लिखित क्षेत्र दोनों में से किसी कोटि के अन्तर्गत नहीं आते इसलिए, वहां ऊनी ओवर कोटों की सप्लाई स्वीकार्य नहीं है।

Appeal to Contestant of Elections in U.P. Orissa and Manipur to consume less Petrol

2705 SHRI PRIYA RANJAN DAS MUNSI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether in view of the shortage of petrol any appeal was made by his Ministry to the candidates for the Assembly elections in U.P., Orissa and Manipur for restricting consumption of petrol to the minimum , and

(b) if so, whether any positive reply came from any candidate in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). (a) No, Sir.

(b) Does not arise

Electric Train between Howrah and Waltair

2706 SHRI SHYAM SUNDER MOHAPATRA Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a plan to run electric driven passenger trains between Howrah and Waltair, if so, from when; and

(b) whether there is any proposal to discontinue electric trains to conserve power in view of acute power shortage in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Howrah-Kharagpur section is already electrified and passenger trains are also running on this section. As regards the remaining section between Kharagpur and Waltair, there is at present, no proposal to electrify the same.

(b) No.

Expenditures incurred on Test Relief work under Crash Programme in Orissa

2707 SHRI SHYAM SUNDER MOHAPATRA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether any test relief work under crash programme is in vogue now in Balasore and Mayurbhanj districts in Orissa and if so the number of persons employed and places thereof , and

(b) how much money was spent between September 1973 and December 1973 on such work ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) (a) and (b) The State Government of Orissa have reported that on the test relief works in the closing of canal breaches for the restoration of Rabi irrigation and closing of breaches in flood and saline embankments in Mayurbhanj and Balasore districts one thousand persons have been employed The total amount spent from September to December, 1973 was Rs 7 03 lakhs

Supply of Power to Industries in Orissa

2708 SHRI SHYAM SUNDER MOHAPATRA Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether power cut has been imposed on industries in Orissa

(b) if so to what extent the industries have been affected and

(c) the criterion for quantum of power to be supplied to industries ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) (a) There is no power cut in Orissa at present.

(b) and (c). Do not arise

Purchase Rate of Crude Oil

2709 SHRI SHYAM SUNDER MOHAPATRA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the purchase rate of crude by Government, the cost after it is refined and the duty imposed by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) There is no standard purchase rate of crude oil The F O B price depends upon the quality, the source of supply and the arrangement/agreement under which the import is made The indigenous producers of crude oil get a sale price which is determined by Government from time to time A number of products are obtained from the crude oil after refining As this is a case of joint production, it is not possible to determine the cost of production of individual products The refineries are however allowed C I F prices for various products so as to give them some overall margin after meeting the cost of their entire operations Different products bear different rates of import/excise duties

Defects in the Compressor of Paraxylene Plant

2710 SHRI RANABAHADUR SINGH

DR H P SHARMA

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Government are aware of the failure of West German manufacturers to rectify the defects in a sophisticated Compressor of the Paraxylene Plant which has thrown the petrochemical production programme out of gear and given a serious blow to the Rs 28 crore aromatic project of the Koyali petrochemical complex ,

(b) whether it is a repeated failure of the compressor and it has seriously affected the working of the other units of the aromatic project , and

(c) if so, the reaction of Government thereto and steps taken by Government to meet the demand for DMT?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Yes Sir.

(c) The Propane Compressor of the Paraxylene Plant which was air shipped to the manufacturers in West Germany, was received back at site after repairs on 25-2-74 and has since been recommissioned. With the recommissioning of the Paraxylene Plant, the DMT unit would also recommence production soon.

In the meantime efforts are being made to import as much DMT as possible to meet the demands of the users.

Drilling at Bodra in West Bengal

2711. SHRI S. N. SINGH DEO : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the total expenditure incurred in connection with during for oil at Bodra, West Bengal ; and

(b) the prespects of Bodra drilling at present ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Till 31-3-1973 a sum of Rs. 292.54 lakhs had been incurred on exploratory drilling at Bodra, West Bengal. This well had been projected to 5,000 metres but due to technical complications drilling could not be continued beyound 4,197.5 metres. Owing to unfavourable results obtained at the well drilled, no further exploratory drilling on Bodra structure has been planned by the O.N.G.C. in the near future.

Luggage Porters working on Casual Labour Rates at Howrah Station

2712. SHRI S. N. SINGH DEO : Will the Minister of RAILWAYS be pleased to state :

(a) whether some persons are working at Howrah Station as luggage porters on casual labour rates against temporary sanction of the labour given from time to time ;

(b) if so, for how many years each luggage porter has been working on these rates ; and

(c) whether it is proposed to absorb them as "substitutes"?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Remodelling of Howrah and Sealdah Stations

2713. SHRI S. N. SINGH DEO : Will the Minister of RAILWAYS be pleased to state:

(a) whether the present two big Railway stations—Howrah and Sealdah—are overcrowded ; and

(b) the programme undertaken by the Ministry for remodelling Howrah and Sealdah stations in the Fifth Five Year Plan ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) : Yes.

(b) The following surveys are in progress:—

(1) Techno-economic survey for sectional and terminal facilities required for dealing with suburban and non-suburban traffic in Howrah and Sealdha Divisions, tarminal facilities for parcel traffic for Eastern and South Eastern Railways, additional facilities for South Eastern Railway Suburban trains at Howrah, and facilities for dispersal of goods traffic from Howrah and Sealdah. The Survey Report pertaining to Howrah Station has been examined and the following works have

been included in the Budget for 1974-75 as phase I:—

(i) Replacement of structures of the General Stores and Signalling Workshop at Howrah and shifting them to Belur.

(ii) Replacement of the structures of the Belur Scrap Yard and shifting it to Dankuni.

These works would release space for further expansion of terminal facilities at Howrah to be taken up in subsequent phases

(2) Engineering-cum-Traffic Survey for provision of suburban terminal facilities in Calcutta (South Eastern Railway)

पूर्वी जोन में गाड़ियों का विलम्ब से चलना

2714. श्री राम अवतार शास्त्री: क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार को पता है कि पूर्वी जोन में चलने वाली प्राय सभी गाडिया अपने गन्तव्य स्थानो पर देरी से पहुचती है,

(ख) यदि हां, तो उसके क्या कारण हैं, और

(ग) सरकार ने गाडियो को समय पर चलाने के लिये क्या व्यवस्था की है और उसके क्या परिणाम निकले हैं?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी): (क) और (ख). कर्मचारी आंदोलनो, खतरे की जंजीर के खीचे जाने, हाम-पाइप को अलग कर देने, जन आंदोलनो और वृद्धि आदि विभिन्न कारणो से पूर्वी क्षेत्र मे एक अर्से से गाडियो का समय-पालन संतोषजनक नही रहा है।

(ग) गाड़ियो के चालन पर विभिन्न स्तरो पर कड़ी निगरानी रखी जाती है और परिहार्य अवरोध के मामलो में प्रोधक कार्रवाई की जाती है। समय-पालन में सुधार के लिए दोषी कर्मचारियो के विरुद्ध दंडात्मक कार्रवाई भी की जाती है।

पटना और आरा के बीच यात्री तथा शटल रेलगाड़ियों का विलम्ब से चलना

2715. श्री रामावतार शास्त्री क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली से कलकत्ता तक फिर वापसी के लिए मेन लाइन पर चलने वाली तेज रेलगाडियो के चलने आरा और पटना के बीच यात्री तथा शटल रेल गाडियो के विलब से चलने के कारण पटना सचिवालय तथा अन्य कार्यालयो के कर्मचारियो को कठिनाइयो का सामना करना पडता

(ख) क्या वे बहुधा नेज रेलगाडियो पर सवार होने, पटना से आरा तक सभी स्टेशनो पर जजीर खीच कर उतरने के लिये बाध्य होते है,

(ग) क्या उन्हे इस सबध मे गत तीन महीनो मे किसी समद सदस्य से कोई अभ्यावेदन प्राप्त हुआ है, और

(घ) यदि हा, तो इनकी मुख्य बातें क्या हैं और सरकार ने इस पर क्या कार्यवाही की है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) (क) और (ख). आरा और पटना के बीच यात्रा करने वाले कार्यालय कर्मचारियो को ले जाने वाली 387/388 आरा – पटना सवारी गाडियो का समय-पालन पिछले तीन महीनो मे काफी संतोषजनक रहा है और आमतौर पर डाक/एक्सप्रेस गाडियो के कारण इन गाडियो के चालन पर बुरा प्रभाव नही पडता। लेकिन कुछ यात्री यात्रा के लिए डाक/एक्सप्रेस गाडियो का चुनते है और खतरे की जजीर खीचकर उन्हे उन स्थानो पर रोक लेते है जहां उनका ठहरना निर्धारित नही है।

(ग) और (घ) इस सबध मे समद सदस्य से एक अभ्यावदन भी प्राप्त हुआ है जिसके बारे में स्थिति ऊपर स्पष्ट कर दी गयी है।

Supply of Ration and Essential Commodities to Railway Employees at Par with Armed Forces and B.S.F.

2716. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Department are treated as essential services like the Armed Forces and the Border Security Force;

(b) whether the Armed Forces and the Border Security Force are given special preference for supply of rations and essential commodities; and

(c) if so, whether Government propose to arrange supply of essential commodities to the Railway employees as is done for the Armed Forces and the Border Security Force ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Railway Department is not exactly on the same footing as Armed Forces and Border Security Force.

(b) Armed Forces have their own arrangements for messing and supply of ration and as such allotment of foodgrains are made directly from Central Pool for meeting their requirements.

So far as Border Security Force is concerned, only the non-gazetted personnel are getting essential commodities at controlled rates in a very limited way in certain areas only. In other areas they are treated at par with civilians.

(c) Does not arise.

Disparity in fixation of pay in revised scales, 1973

2717. SHRI RAMAVATAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a wide disparity in fixation of pay in the revised scales, 1973 where the dearness allowance slab changes in the existing scales of pay;

(b) whether staff have been asked to exercise option for the revised scales of pay either from 1st January, 1973 or the date of their next increment;

(c) whether the benefit of 5 per cent of basic pay in existing scales subject to a minimum of Rs. 15 or maximum of Rs. 50 is denied to those opting for the revised scales of pay from the date of their next increment resulting in much hardship and wide disparity in fixation of pay; and

(d) if so, whether to remove the disparity, Government propose to give equal treatment to those opting for the revised scales of pay from 1st January, 1973 as well as to those opting for it from the date of their next increment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Under the slab system of Dearness Allowance which was in force prior to 1-1-1973 there was substantial difference in the rates of dearness allowance as between successive slabs upto the pay range of Rs. 210—399 ranging from Rs. 12 to Rs. 33. Since the special pay fixation formula recommended by the Third Pay Commission requires pay in the revised scale to be fixed with reference to the existing emoluments which include dearness allowance, dearness pay and interim reliefs, persons drawing dearness allowance in the higher of such slabs are entitled to correspondingly higher rates of pay as compared to persons drawing dearness allowance in the lower of such slabs.

(b) Under Rule 5 of the Railway Services (Revised Pay) Rules, 1973, a Railway servant may elect to come over to the revised pay scales from 1-1-1973 or on the date on which he earns his next or any subsequent increment in the existing scale or until he vacates his post or ceases to draw pay in that scale.

(c) According to the recommendations of the Third Pay Commission, the pay of an employee who opts to come over to the revised scale after earning the next or any subsequent increment in the existing scale, had to be fixed in the revised scale under the Fundamental Rules and not under the special pay fixation formula recommended by it for persons who elect the revised scales from the date of their implementation. Under the Fundamental Rules, only the basic pay on the date of

option could be taken into account for fixation of pay in the revised scale. Government have, however, improved upon this recommendation by providing that in such cases not only the basic pay of such an employee on the date of option but also the Dearness Pay, Dearness Allowance and Interim Reliefs relatable to that basic pay at the rates in force prior to 1-1-1973 should be taken into account for fixing his pay in the revised scale.

(d) This matter will be examined further after receipt of the report of a committee set up by the National Council of the Joint Consultative Machinery to consider certain types of anomalies.

Consultations with Ministry of Industrial Development for preparing guidelines for drug industry

2718. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether his Ministry was consulted by the Ministry of Industrial Development while preparing guidelines about drugs and pharmaceuticals, included in the publication, 'Guide-lines for Industries, 1973-74'; and

(b) whether detailed measures to ensure largest possible share of the Indian sector are not mentioned therein and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) "The Guidelines" contain information about the present status of the drug industry, future prospects including scope for additional capacity for certain items as noted therein. It has also been suggested in the guidelines that before formulating their proposals, entrepreneurs are advised to seek the guidance of the Ministry of Petroleum and Chemicals, DGTD, etc. "The Guidelines" have been formulated with a view to furnish essential information to the intending entrepreneurs. The licensing or approvals of Government for schemes submitted by such entrepreneurs would be decided in accordance with the policy of Government in force from time to time.

Expansion Proposals of M/s. Pfizers

2719. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the main features of M/s. Pfizers expansion proposal for capital issue for which consent was given in 1960 ;

(b) whether second approval for capital issue was also given in 1968, if so, for what amount and for what further expansion this further capital issue was granted.

(c) whether orders given in 1970 for disinvestment (raising of Indian equity from 25 per cent to 40 per cent) have been implemented if not, the reasons thereof;

(d) whether it is a fact that M/s. Pfizers have flouted any decisions of the licensing Committee in regard to (i) export bond (ii) disinvestment and (iii) physical verification by DGTD for specific limited plant for Oxytetracycline; and

(e) if so, what action Government propose to take against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (e). M/s. Dumex (Private) Ltd. (changed to Pfizer Ltd.) were granted consent on 10-6-1960 to issue further equity capital of Rs. 25.10 lakhs to be subscribed by M/s. Pfizer Corporation, Panama.

The company having a paid-up equity capital of Rs. 75 lakhs held entirely by the parent company M/s. Pfizer Corporation Panama, was given consent on 27-10-1965 to issue capital of Rs. 191

lakhs to introduce Indian participation to the extent of 25 per cent as under :—

(i) Rs. 125 lakhs in equity shares of Rs. 10 each at par to Pfizer Corporation Panama.

(ii) Rs. 66 lakhs in equity shares of Rs. 10 each for cash at a premium of Rs. 15 per share to the Indian Public through prospectus for the first time.

This consent has been implemented. The object of this issue as given in the company's application was to meet the working capital requirements and for shifting the Bombay unit from Power Works Bunder, to Thana, and for renovation and modernisation and to carry out the approved expansion of some of the basic production operations.

Consent for the issue of bonus shares of the value of Rs 132.91 lakhs in the ratio of 1 bonus share for every 2 equity shares held was given to the company on 13-6-1968. This consent was for capitalisation of reserves and share premium.

On 3rd December 1970, the company was communicated Government's 'no objection' to the Indian participation, which was to be increased from the existing 25 per cent to 40 per cent, by way of fresh capital to the Indian Public being postponed for a period of 5 years *i.e.* upto 10th June, 1975.

The question of execution of export bond by M/s. Pfizer in respect of manufacture of tetracyclines is under consideration. No physical verification of the plant set up by the party has been carried out by DGTD.

Licences Issued to M/s. Hoechst

2720. SHRI K. S. CHAVDA :
SHRI SOMCHAND SOLANKI :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what are the details of licences, industrial and for import of capital equipment and raw materials issued to M/s. Hoechst during the last three years ;

(b) whether an advance release order for Analgin has been issued in their favour based on their production to cover three months requirements;

(c) whether any other firm has also been released such an advance quota for Analgin, if so, the facts thereof; and

(d) whether this is not likely to affect the interests of small scale units who are formulating Analgin and the IDPL a public sector undertaking which is marketing a comparable product at a low price?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) A statement is laid on the Table of the House [*Placed in Library. See.* No. LT-6396/74].

(b) In view of increased demand for Novalgin and Baralgan on account of high incidence of flu, dengu fever etc., an advance allocation of 5 tonnes only of Analgin was made to M/s. Hoechst in December, 1973 against their entitlement during the 4th quarter of 1973-74.

(c) IDPL was advised to make advance allocation to any other party who requested for such an allocation. No other party applied for advance allocation.

(d) Since the advance allocation was made against Hoechst's entitlement during the subsequent quarter, the question of its affecting the interests of small scale units and IDPL does not arise.

आगरा और कोटा के बीच चलने वाली 84 अप और 83 डाउन वाली गाड़ियों को रद्द करना

2721. श्री चन्दू लाल चन्द्राकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आगरा और कोटा के बीच चलने वाली 84 अप और 83 डाउन वाली गाड़ियां

कोयले के अभाव के कारण हाल ही में रद्द करनी पड़ी थीं;

(ख) क्या इन यात्री गाड़ियों का रद्द करना रोका जा सकता था; और

(ग) इससे रेलवे को कितनी हानि हुई?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) जी हां, बयाना और कोटा के बीच।

(ख) जी नहीं ।

(ग) 1 नवम्बर, 1973 से 28 फरवरी, 1974 तक 219,000 रुपये ।

Seminar on Power held in Bombay

2722. SHRI R. V. SWAMINATHAN :
SHRI P. M. MEHTA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether four-day seminar on power was held in Bombay in February, 1974 ;

(b) if so, the subject discussed and decisions arrived thereat, and

(c) whether any foreigners also participated in the seminar?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) A four day National Seminar on Power was held by the institution of Engineers (India) in PUNE from fifteenth to eighteenth February, 1974.

(b) Conclusions have been drawn and recommendations made in regard to power development, long term planning, implementation of plans, research and development and organisational and management problems.

(c) A representative of the President, World Energy Conference and Engineers from Bangladesh participated in the seminar.

Confrontation between Railways and DESU

2723. SHRI R. V. SWAMINATHAN :
SHRI RAGHUNANDAN LAL BHATIA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there was any confrontation between the Railways and Delhi Electricity Supply Undertaking regarding coal position in the Indraprastha Thermal Power Station ;

(b) if so, the facts thereof ;

(c) whether Railways have been asked to provide more wagons for haulage of coal for Delhi Power Plants; and

(d) if so, the reaction of the Railways thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

(c) and (d). Coal to Thermal Power Stations is moved as per the programmes fixed by the Standing Linkage Committee. Railways give the highest importance in the loading and movement of coal to all Power Houses, including Delhi Power Houses.

Coal shortage in Southern Railway

2724 SHRI R. V. SWAMINATHAN :
SHRI P. M. MEHTA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Southern Railway has suffered a lot due to coal shortage;

(b) if so, whether on February 12, 1974, the Southern Railway had coal stock for three days only ;

(c) if so, the steps taken by Government to meet the situation; and

(d) the loss suffered by Railways as a result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) Yes

(c) Close co-ordination is being maintained with the coal producing authorities and the Ministry of Steel and Mines for augmenting supplies of steam coal to the Railways Given normal conditions of working, it will be possible to build up coal stocks to levels of 6 to 7 days

(d) The information is being collected and would be laid on the Table of the Sabha in due course

Guide Lines for Economy in use of Oil

2725 SHRI R V SWAMINATHAN
SHRI P M MEHTA

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether any guidelines have been evolved to economise use of oil,

(b) whether there is any differences between Ministry and the Planning Commission in this regard

(c) if so the facts thereof, and

(d) what steps are being taken to give clear guidance to the country in regard to the use of oil in view of the crisis?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) The Standing Committee on Furnace Oil has formed a sub group to evolve guidelines for effecting economies in the use of oil Technical bodies like NPC are being associated in the group Some industries have themselves evolved measures for economy in fuel oil consumption and these are also being recommended to other industries.

(b) No, Sir

(c) Does not arise.

(d) A Standing Committee has been set up under the Chairmanship of Secretary and Director General Technical Development for this purpose This Committee will evolve and communicate suitable guidelines in this regard to the industries

Overcrowding in Suburban Trains of Calcutta and Madras

2726 SHRI P G MAVALANKAR
Will the Minister of RAILWAYS be pleased to state

(a) whether Government are aware of the fact that there is tremendous pressure on and overcrowding in the suburban trains operating in Calcutta and Madras and

(b) if so, steps taken by Government to give relief and comforts to the millions of daily travelling passengers on the said suburban trains?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes

(b) Consistent with the availability of requisite resources by way of line capacity terminal capacity, rolling stock etc additional suburban trains are introduced to meet the needs of traffic in Madras and Calcutta

Suspension of Drilling Operations in Gujarat

2727 SHRI P G MAVALANKAR
Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether drilling and other operations have been suspended and/or stopped permanently by ONGC in some oil fields hitherto tapped in Gujarat,

(b) if so, the reasons therefor, and

(c) the losses incurred on account such closures?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) No, Sir.

(b) and (c). Do not arise.

Proposal to reintroduce Air Conditioned Deluxe Express Train between Ahmedabad and Bombay

2728. SHRI P. G. MAVALANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to reintroduce an Air-conditioned delux express train between Ahmedabad and Bombay;

(b) if so, when and with what frequency; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no proposal at present.

(b) Does not arise.

(c) For lack of traffic justification and for want of spare air-conditioned rakes.

Foreign Technical Assistance for setting up power houses for Railways

2729. SHRI N. SHIVAPPA:

SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of RAILWAYS be pleased to state :

(a) whether any foreign technical assistance has been sought for setting up power houses for Railways ;

(b) if so, which countries have offered the same; and

(c) whether the views of the Ministry of Irrigation and Power have also been obtained?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) and (c). Do not arise.

Waiters working on Commission basis in Railways

2730. SHRI P. M. MEHTA: Will the MINISTER OF RAILWAYS be pleased to state :

(a) whether the waiters of Frontier Mail are working on the commission basis in the Railways ;

(b) whether these waiters have been working for the last 7 years in the Railways as the commission waiters ;

(c) if so, the rate of their commission on sales ;

(d) whether these waiters do not enjoy all the facilities like residence and free pass available to other Railway employees, if so, the reasons therefor;

(e) whether Government propose to give them more benefits and facilities; and

(f) if so, when the final decision in this regard is likely to be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Some of the waiters on the Frontier Mail are working on commission basis.

(b) No.

(c) The rate of commission to the commission waiters is 10 per cent of the total sales.

(d) The commission waiters are not railway employees and hence are not entitled to facilities like residence, free passes, etc.

(e) No.

(f) Does not arise.

Cancellation of Trains on South Eastern Railway due to Mass Absenteeism

2731. SHRI P. M. MEHTA: Will the Minister of RAILWAYS be pleased to state :

(a) whether on 8th February, 1974 several trains were cancelled by the South Eastern Railway due to the mass absenteeism by Assistant Station Master in the Andhra Division;

(b) if so, the number of trains so far cancelled and the time for which they remained cancelled, and

(c) the total loss suffered by the Railways due to the cancellation of trains during the months of January and February, 1974

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): (a) and (b). Due to mass absenteeism by Assistant Station Masters in the Andhra Division, 14 pairs of passenger carrying trains were cancelled from 4-2-1974 to 8-2-1974

(c) The information is being collected and will be placed on the Table of the Sabha

Reasons for late running of Trains

2732. SHRI P M MEHTA: Will the Minister to RAILWAYS be pleased to state · whether many trains are not running according to time schedule in various parts of the country and if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): Punctuality of some trams in the recent past has not been adversely affected mainly due to and Northern India. Their punctuality has been satisfactory, particularly in Eastern various types of staff and public agitations taking place one after the other, power cuts, breaches, theft of tele-communication wires resulting in signal and tele-communication failures, difficult coal position, increased incidence of alarm chain pulling etc.

Diesel Drums of N.E. Railway, Lucknow seized inside Ganesh Sugar Factory Premises

2733. SHRI PRABODH CHANDRA Will the Minister of RAILWAYS be pleased to state ·

(a) whether any diesel drums belonging to the North Eastern Railway, Lucknow were seized inside the premises of Ganesh Sugar Factory, Anandnagar in Gorakhpur District, and

(b) if so, the action taken against the culprits?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) . (a) and (b). Yes, on 3-1-74 ten drums containing diesel oil worth about Rs. 2,000 belonging to the N E Railway were seized on a Railway tractor within the premises of Ganesh Sugar Factory, Anandnagar by Local Police, Pharenda. Five persons were arrested on the spot and one surrendered in the Court Two cases under Section 411 IPC and 2/7 of the Essential Commodities Act were registered and are under investigation by the Police Three railway employees involved in the case have been placed under suspension and further departmental enquiry against them is in progress

Oil Fields in India

2735. SHRI RAGHUNANDAN LAL BHATIA :

SHRI P. GANGADEB :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the total number of oil fields in India; and

(b) steps taken by his Ministry for the quick development of the known oil fields in India?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The total number of oil fields discovered in India is 33. This includes 25 oil fields of the ONGC, 3 of the Oil India and 5 of the Assam Oil Company.

(b) The drilling and production operations in the fields of ONGC and Oil India are being intensified for stepping up production from their fields. The 5 oil fields of Assam Oil Co. are the oldest in the country and the production from them is on the decline.

Forced distribution of Diesel Oil from a Tanker on way to NABHA

2736. SHRI RAGHUNANDAN LAL BHATIA :

SHRI P. GANGADEB :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a tanker contaning diesel oil on its way to Nabha town was stopped by farmers with empty tins on 13th February, 1974 and the driver was forced to take it to the petrol pump for distribution; and

(b) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). It is reported that a tank lorry containing High Speed Diesel Oil was despatched by Esso from their Patiala Depot to Nabha. On the way, however, the tank lorry was stopped by a larger crowd of farmers collected at another petrol pump who requested for diesel to be issued to them since they were waiting for a long time. The District Authorities rushed to the spot and considered it proper to get the diesel oil issued on payment to the waiting farmers from the local petrol pump of Esso. Another tank truck was subsequently arranged for Nabha.

Impact of shortage of Furnace Oil on Bread

2737. SHRI JAGANNATH MISHRA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whteher due to the shortage of furnace oil, bread is also not easily available almost in all the big cities like Delhi; and

(b) if so, the steps Government have taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). A 10 per cent efficiency cut has been imposed on furnace oil supplies to all industries during the months of January, February and March, 1974. It is expected that this saving can be achieved by better operational efficiency and economy in the use of fuel without affecting production.

पांचवीं पंचवर्षीय योजना में सहकारी क्षेत्र में उर्वरक कारखाने की स्थापना

2738. श्री जगन्नाथ मिश्र : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार पांचवी पंचवर्षीय योजना के दौरान सहकारी क्षेत्र में उर्वरक कारखाने स्थापित करने के किसी प्रस्ताव पर विचार कर रही है; और

(ख) यदि हां, तो इस संबंध में राज्य-वार ब्यौरा क्या है?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाह नवाज खां) : (क) जी हां।

(ख) (i) महाराष्ट्र :— तारापुर में एक अमोनिया सोडा राख तथा अमोनिया क्लोराइड काम्प्लैक्स के संबंध में महाराष्ट्र को-आपरेटिव फर्टिलाइजर्स एण्ड कैमिकल्स को एक आशय पत्र जारी किया गया।

(ii) उ० प्र० :— फूलपुर में एक अमोनिया यूरिया प्लांट के लिए इंडियन फार्मर्स एण्ड फर्टिलाइजर्स कारपोरेशन लि० को एक आशय पत्र जारी किया गया ।

(iii) गुजरात :— कांडला में फास्फोरिक एसिड तथा एन पी के संयंत्र की स्थापना के सम्बन्ध में एक प्रस्ताव प्राप्त हुआ है ।

Setting up of a Crude Oil Conditioning Plant in Assam

2739 SHRI Y. ESWARA REDDY : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a Crude Oil Conditioning Plant is going to be set up in Assam; and

(b) if so, the broad features thereof and when it is expected to be commissioned ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). A Crude Oil Conditioning Plant is being set up at Moran at an estimated cost of Rs. 3.5 crores to condition ONGC crude for transportation through pipeline. Its designed nominal capacity will be to condition crude at the rate of 1.25 million tonnes per annum. The project is expected to be completed in early 1973.

Over-bridge for Pedestrians at Ratangarh

2740. DR. KARNI SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Rajasthan Government have since agreed to contribute their share for the construction of an overbridge for pedestrians at Ratangarh;

(b) if so, the progress made in this regard; and

(c) if not, what steps Government propose to take to mitigate the sufferings of the people ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). There is no proposal for construction of an overbridge for the pedestrians in Ratangarh yard. However, there is a proposal for the construction of an under-bridge in place of the existing level crossing No. C/191 in Ratangarh yard. The State Government/local Municipal Authority have not conveyed their acceptance to bear their share of cost of the road under-bridge so far. The matter now rests with the Ratangarh Municipal Authority.

Import of Kerosene from USSR and its distribution to States

2741. SHRI S. M. BANERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the total quantity of kerosene oil received from USSR to meet the shortage in India;

(b) how this has been distributed to the various States; and

(c) whether more kerosene oil is expected to be imported from USSR ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c). Indian Oil Corporation has entered into a contract with Soviet suppliers for import of only 1 million tonnes of Kerosene oil during 1974.

Kerosene Oil quotas are *inter-alia* based on total availability of the product and no separate allocation of imported product alone is made.

Electrification of Harijan Basties in States

2742. SHRI S. M. BANERJEE: Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether a Centrally sponsored special scheme for electrification of Harijan Basties, which was initiated in 1971 to

light up 20000 dwindled areas of the Harijans has evoked shockingly poor response from the States,

(b) if so, the reasons for the same; and

(c) whether Centre has taken up this matter with the State Governments, and if so, with what results ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C PANT) : (a) In December, 1971, the Government of India introduced a scheme of concessional loan assistance to the State Electricity Boards through the Rural Electrification Corporation for electrification of Harijan Basties, adjacent to the villages already electrified. The scheme evoked a good response during the years 1971-72 and 1972-73 Progress has, however, been slower during the current financial year.

(b) One of the pre-conditions for the loan assistance is to obtain an assurance from the local bodies concerned in respect of payment of current consumption charges to the Electricity Boards This has not been fulfilled in many cases

(c) Yes, Sir. The matter has been taken up recently with the State Governments concerned for expediting the schemes. Their reaction is awaited.

Self-sufficiency in Manufacture of Steam and Diesel Locomotives

2743. SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether a state of self-sufficiency has been reached regarding manufacture of steam and diesel locomotives if not, the reason for the same; and

(b) whether electric locomotives are also being manufactured in the country and if so, number of such engines manufactured during 1973 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) There are two Railway Production Units viz. the Chittaranjan Locomotive Works and the Diesel Locomotive Works, Varanasi, which undertake manufacture of locomotives for the Railways. The requirements of Steam and Diesel Locomotives are being met by production in these Production Units.

(b) Manufacture of Electric Locomotives is also undertaken in the Chittaranjan Locomotive Works and the outturn is expected to be 43 Electric Locos during the year 1973-74.

Proposal to run more Air-conditioned Trains with Third Class Sleepers and Chairs during the Fifth Five Year Plan

2744 SHRI S. M. BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to run more air-conditioned trains with third class sleepers and chairs during the Fifth Five Year Plan,

(b) whether any scheme in this regard has been chalked out, and

(c) if so, the salient features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no proposal at present.

(b) and (c) Do not arise

Assistance for Execution of Upper Krishna Project in Karnataka

2745 SHRI P R. SHENOY . Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Irrigation Commission has recommended that large irrigation projects which serve backward areas should be assisted by the Central Government by giving special financial assistance to the State for the expeditious and efficient execution of the projects, and

(b) if so, the assistance given or proposed to be given for the expeditious and efficient execution of the Upper Krishna Project in Karnataka State ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) and (b). The Irrigation Commission had recommended that where an irrigation scheme is too large for proper financing from the State's own plan resources, the State should negotiate with the Union Government for special financial arrangements for the scheme.

At present, irrigation projects form part of the State Plans, and central assistance to the State Plans is in the form of block loans and grants, not related to any specific head of development or project. The principles to govern the distribution of Central assistance amongst the States during the Fifth Plan have not yet been finalised. The outlay in the State's Fifth Plan for the Upper Krishna Project has also not yet been finalised.

India Stopping Sale of her Share of Rustam Crude from Persian Gulf Joint Venture

2746. SHRI PILOO MODY : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether India has decided to stop the sale of her share of Rustam Crude from the Persian Gulf joint venture;

(b) if so, the additional crude which will be available to refineries in India; and

(c) reaction of India's other partners engaged in drilling in the Persian Gulf ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) The quantity of Rustam crude available for refining in India during the year 1974 will be about 0.52 million tonnes.

(c) India's partners in the Persian Gulf venture are not concerned about how and where India disposes its share of crude.

फरक्का बांध का निर्माण कार्य

2747. श्री हुकम चन्द कछवाय
श्री शंकर राव सावन्त :

क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने फरक्का बांध का निर्माण कार्य फिलहाल स्थगित कर दिया है,

(ख) यदि हां, तो इसके क्या कारण हैं, और

(ग) इसे कब तक पूरा किये जाने की आशा है?

सिंचाई और विद्युत मंत्रालय में उपमंत्री (श्री सिद्धेश्वर प्रसाद) : (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) फरक्का बराज पर कार्य पूर्ण हो चुका है। पोषक नहर निर्माण की प्रौढ़ अवस्था में है और इसके 1974 तक प्रचालन के लिए तैयार हो जाने की संभावना है।

Brady & Co., Bombay

2748. SHRI SHANKER RAO SAVANT : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given on the 20th November, 1973 to Unstarred Question No. 1398 regarding charges against the management of Brady and Company, Bombay and State;

(a) the amount of the incidental expenses incurred by Brady and Company during 1970-71, 1971-72 and 1972-73;

(b) whether the Company has given loans in spite of the fact that lending is not permitted by Articles of Association of the Company;

(c) if so, the amount of such loans, the names of the recipients of loans and the amount of the loan recovered within time so far; and

(d) the action taken by Government to stop further mis-management by the Company ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) "Incidental Expenses" incurred by W. H. Brady & Co. Ltd. were as follows :—

Year ended 31-12-1970	Rs 1,49,459 16
Year ended 31-12-1971	Rs 2 00,544 00

Separate figures are not available for the year ended 31-12-1972 as these incidental expenses are included in the item "Miscellaneous Expenses" and the Law does not require separate figures to be given.

(b) According to our information the company is empowered to lend money.

(c) As per the company's Balance Sheet as on 31-12-1972 its loans—secured and unsecured—stood at Rs 93,05,000 As on 31-12-1971 the figure stood Rs. 99,70,000. The balances (excluding interest) outstanding against the main recepients of loans, as on 31-12-1971 were as follows :—

	Rs.
1. M/s Ganesh Flour Mills Company Ltd. . .	37,30,000
2. M/s. Shakti Trading Co Pvt. Ltd. . . .	Nil
3. M/s. Saraswati Commercial Trading Co. Pvt. Ltd.	Nil
4. Shri K.H. Choksey . .	18,25,000
5. Shri B.P. Roongtha .	Nil
6. B.M. Choksey & Co. .	37,50,000
7. Shri N.R. Aggarwal .	6,65,000

The information as to which of the loans has been recovered in time, is not available.

(d) The Company Law Board has, under Section 408(1) of the Companies Act, 1956, appointed two Directors on the Board of Directors of the Company, for a period of 3 years with effect from 2nd January, 1974.

Production of Power in Bhakra Complex during 1973-74

2749. SHRI E. V. VIKHE PATIL : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the water level in the Gobind-sagar was normal during the year 1973-74;

(b) the total production of power in the Bhakra complex during 1973-74; and

(c) State-wise distribution and utilisation of this power ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) The water levels in the Gobind-sagar during the period June 1973 to March 1974 were considerably higher than normal.

(b) The total energy generation in the Bhakra Complex during the period April 1973 to March, 1974 is expected to be about 5800 GWh.

(c) A statement showing the actual Statewise distribution and utilisation of energy produced during the period April 1973 through February, 1974 is attached.

Statement

State wise Distribution and utilisation of Bhakra Complex Energy Generation from April 1973 to February 1974

State	Distribution and utilisation Energy in Gwh
Punjab	1469.92
Haryana	1279.62
Rajasthan	489.59
Chandigarh	123.32
Himachal Pradesh	126.27
Nangal Fertiliser Factory	995.87
Delhi	390.56
Jammu and Kashmir	65.89
Bhakra Control Board	90.82
Uttar Pradesh	135.08
Losses	189.47
TOTAL	5362.21

Note :—1 Gwh=1 Million kwh.

Acquisition of American Survey Ship by O & N.G.C.

2750. SHRI E. V. VIKHE PATIL : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether O. & N.G.C. will receive its first survey ship by early next year from an American firm for conducting intensive seismic surveys of the Indian off-shore areas;

(b) the cost of the ship and the mode of payment therefor; and

(c) whether any attempt was made to procure such a ship from U.S.S.R. or the East European Countries, if so, with what result ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) The cost of the fully equipped ship is U.S. $ 40,91,476.15 payable in stages from the date of contract till the time of delivery of the ship. The cost is exclusive of (i) Royalty payable to the patent holders of the 'seismic cable depth controller system' & (ii) an estimated payment of U.S. $ 22,500.00 for the option for inspection during construction of the ship—for ABS Certification.

(c) The ship is being procured from M/s Seismic Exploration International SA (USA) on the basis of the lowest acceptable tender received by the Commission against global tender enquiries. Global tenders were floated but no quotation for the ship was received from any East European country and the U.S.S.R. authority expressed inability to supply the required ship at least till 1978.

Setting up of Training Centres and Rural Co-operatives for Rural Electrification

2751. SHRI E. V. VIKHE PATIL :
DR. LAXMINARAIN PANDEYA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether any training centres and rural co-operatives to accelerate the progress of rural electrification have been set up;

(b) if so, State-wise list of such centres and co-operatives; and

(c) the amount of loans advanced to these centres and co-operatives by the Rural Electrification Corporation of India during 1972-73 and 1973-74 ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). The Rural Electrificaion Corporation has set up five rural electric co-operatives in the States of Andhra Pradesh, Gujarat, Karnataka, Maharashtra and Uttar Pradesh. The particulars of these co-operatives and the amount of loans advanced to them during 1972-73 & 1973-74 are given in the statement attached.

The Corporation has not established any training centre.

Statement

CO-OPERATIVE SCHEMES SANCTIONED BY RURAL ELECTRIFICATION CORPORATION

Sl. No	Name of State	Name of Co-operative Society	Amount of loan disbursed during 1972-73	Amount of loan disbursed during 1973-74
			(Rs in lakhs)	
1	Gujarat	Kodinar Rural Electric Co-operative Society Ltd	20 000	10 000
2	Karnataka	Hukeri taluk Rural Electric Cooperative Society Ltd	15 000	40 000
3	Andhra Pradesh	Srikilla Rural Electric Cooperative Society Ltd	55 000	40 370
4	Maharashtra	Mula Pravara Rural Electric Co-operative Society Ltd	5 000	49 120
5	Uttar Pradesh	Co-operative Electric Supply Society Limited, Lucknow	50 558	35 000
		TOTAL	145 558	174 490

Setting up of a National Water Resources Council and River Basin Commissions

2752 SHRI F. V VIKHE PATIL Will the Minister of IRRIGATION AND POWER be pleased to state the progress made towards creation of National Water Resources Council and River Basin Commissions ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K C PANT) With a view to optimising the use of the limited water resources of the country, a proposal for constituting a high powered National Water Resources Council to evolve a national water policy, to make a continuous appraisal of the needs for water and the most beneficial and equitable allocation of available water for different uses in the overall national interest and to resolve water disputes expeditiously was considered. It was also proposed that River Commissions may be set up to assist the National Water Resources Council to draw master plans and to indicate the best way of utilising waters As a first step amendments to some provisions in the Constitution were suggested to the States The proposals for a National Water Resources Council and settlement of disputes through its agency have been generally supported While a few States have expressed themselves against the amendments, most of the States have felt that the scope of the amendments should be limited to disputes in inter State river waters only and that the existing powers of the States in regard to the use and control of water should continue as heretofore The matter is under further study in the light of the views expressed by the State Governments It is not possible to state when precisely the proposals will be finalised

Diesel Locomotives damaged by Members of Territorial Army

2753 SHRI S. A MURUGANANTHAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Diesel locomotives, which were run by members of the territorial army during the locomen's strike, were damaged; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) No

(b) Does not arise.

रतलाम रेलवे स्टेशन पर यात्री सहायक केन्द्र खोलने का प्रस्ताव

2754 **श्री फूल चन्द वर्मा**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का विचार रतलाम रेलवे स्टेशन पर यात्री सहायक केन्द्र खोलने का है, और

(ख) यदि हां, तो तत्संबंधी मुख्य बातें क्या हैं?

रेल मंत्रालय के उप मंत्री (श्री मुहम्मद शफी कुरेशी): (क) जी नहीं। लेकिन गाड़ियों में आरक्षित स्थान प्राप्त करने में यात्रियों की सहायता करने के उद्देश्य से रतलाम रेलवे स्टेशन पर बड़ी लाइन के प्रत्येक प्लेटफार्म पर पृथक आरक्षण बूथों की व्यवस्था की गयी है।

(ख) प्रश्न नहीं उठता।

मिलावट को रोकने हेतु पुलिस द्वारा पेट्रोल पम्प पर मारे गए छापे

2755 **श्री फूल चन्द वर्मा**:
श्री चन्द्र जीत यादव तिवारी:

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या 4 फरवरी, 1974 को दिल्ली पुलिस ने पैट्रोल में मिट्टी का तेल मिलाने के आरोप में कई पैट्रोल पम्पों पर छापे मारे थे,

(ख) अपराधी व्यक्तियों के विरुद्ध क्या कार्यवाही की गई है, और

(ग) गत तीन वर्षों में ऐसे आरोप में कितने छापे मारे गए तथा कितने व्यक्तियों के विरुद्ध क्या क्या कार्यवाही की गई?

पेट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां): (क) 4-2-1974 को पेट्रोल पम्प पर इस तरह का कोई छापा नहीं डाला था।

(ख) प्रश्न नहीं उठता।

(ग) 1971, 1972 और 1973 अर्थात् गत तीन वर्षों के दौरान विमानक तेल का पैट्रोल में अपमिश्रण करने का एक मामला दिनांक 14-11-73 को पजाबीबाग में पुलिस द्वारा दर्ज किया गया था जिसमें दो आदमियों को गिरफ्तार किया था। यह मामला न्यायालय में निर्णयाधीन है।

मुना मक्सी रेलवे लाइन चालू करना

2756 **श्री फूल चन्द वर्मा**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) मध्य प्रदेश की मुना-मक्सी रेलवे लाइन पर यात्री गाड़ियां कब तक चालू कर दी जायेंगी, और

(ख) तत्संबंधी मुख्य बातें क्या हैं?

रेल मंत्रालय में उपमंत्री (श्री मोहम्मद शफी कुरेशी): (क) और (ख) इस लाइन के 132 21 कि०मी० लंबाई के दो खंड पूरे हो चुके हैं। 61 27 कि० मी० लम्बे शेष भाग पर काम चल रहा है। ऐसी संभावना है कि 1975-76 में किसी समय समूची लाइन बनकर तैयार हो जायेगी और यातायात के लिए खोल दी जाएगी बशर्ते इसके लिए पर्याप्त धन उपलब्ध हो।

अरुणाचल तथा अरुणाचल प्रदेश में तेल की खुदाई

2757. **श्री फूल चन्द वर्मा**:
श्री सत्यदेव नारायण आर्य:

क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार आसाम और अरुणाचल में तेल के खुदाई कार्य के विस्तार और उस का उत्पादन बढ़ाने पर विचार कर रही है, और

(ख) यदि हां, तो तत्संबंधी मुख्य बातें क्या हैं?

पैट्रोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां): (क) जी हां।

(ख) तेल तथा प्राकृतिक गैस आयोग ने पांचवी पंचवर्षीय योजना के निमित्त किए जाने वाले कार्यों का एक कार्यक्रम बनाया है जिसमे असम अराकन घाटी क्षेत्र मे एक बड़ी मात्रा मे तेल अन्वेषण तथा खनिज तेल और प्राकृतिक गैस का बहुत उत्पादन कार्य भी सम्मिलित है। इसमे भूगर्भीय मान चित्रण के अतिरिक्त 18 पार्टी वर्ष भूकंपीय तथा 5 पार्टी वर्ष गुरुत्व चुम्बकीय क्षेत्र सर्वेक्षण, कुल 0.74 मिलियन मीटर की गहराई तक के 172 अन्वेषी तथा विकास कूपो का खनन तथा 0.4 मिलियन टन प्रति वर्ष के उत्पादन का 1978-79 के अन्त तक 2.57 मिलियन टन प्रति वर्ष तक बढ़ाने की योजना है।

भारतीय संविधान और केन्द्रीय कानूनो का क्षेत्रीय भाषाओं मे अनुवाद

2758. श्री एम० एस० धुरती: क्या विधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या केन्द्र सरकार ने सभी राज्य सरकारो को भारतीय संविधान और केन्द्रीय कानूनो का अपनी क्षेत्रीय भाषाओं में अनुवाद करने की पूरी छूट दे दी है ताकि साधारण जनता उसे समझ सके और

(ख) यदि हां, तो किस-किस राज्य ने अपनी क्षेत्रीय भाषा मे अभी तक उन का अनुवाद नहीं किया है और इस के क्या कारण हैं?

विधि, न्याय और कम्पनी कार्य मंत्रालय मे राज्य मंत्री (श्री नीतिराज सिंह चौधरी): (क) और (ख). संविधान का विभिन्न प्रादेशिक भाषाओं मे अनुवाद आरम्भ मे राजभाषा (विधायी) आयोग द्वारा तैयार किया गया था और संपृक्त राज्य सरकारो को उनकी टिप्पणियो के लिए, यदि कोई हो, भेजा गया था। टिप्पणिया प्राप्त हो जाने के पश्चात् संबंधित भाषाओं का प्रतिनिधित्व करने वाले आयोग के सदस्यो द्वारा संपृक्त राज्य सरकार के कर्मचारियो के साथ आगे विचार-विमर्श किए गए थे और ऐसे विचार-विमर्शों के पश्चात् किए गए विनिश्चयो को ध्यान मे रखते हुए आयोग द्वारा अनुवादो का अंतिम रूप दे दिया गया है।

केन्द्रीय अधिनियमो का प्रादेशिक भाषाओं में अनुवाद, इस प्रयोजनार्थ नियुक्त राज्य सरकारो के अधिकरणो द्वारा तैयार किया जाता है और उसे राजभाषा (विधायी) आयोग द्वारा संपृक्त राज्य सरकारो के परामर्श से अंतिम रूप दिया जाता है। राजभाषा (विधायी) आयोग द्वारा, यथासंभव सभी भारतीय भाषाओं मे उपयोग के लिए, तैयार की गई मानक विधिक शब्दावली राज्य सरकार के अधिकरणो द्वारा प्रादेशिक भाषाओं मे केन्द्रीय अधिनियमो के अनुवादों मे अपनाई जाती है। तथापि जहां किसी विशिष्ट प्रादेशिक भाषा मे विशिष्ट विधिक धारणाओं को व्यक्त करने के लिए वहां के जनसाधारण मे प्रचलित ऐसी अभिव्यक्तियां हैं जो आयोग द्वारा उन विधिक धारणाओं को व्यक्त करने के लिये तैयार की गई अभिव्यक्तियो से भिन्न हैं तो ऐसी स्थिति मे यह सुनिश्चित करने के लिए कि वह बहुसंख्यक जन समुदाय, जो उस भाषा का प्रयोग करता है, अनुवादो का समझ सके जनसाधारण मे प्रचलित अभिव्यक्तियां ही अनुवादो मे अपनाई गई हैं।

भारत के संविधान का अनुवाद आसामी, बंगला, गुजराती, कन्नड मलयालम मराठी, उड़िया, पंजाबी तमिल और तेलगू मे हो चुका है। इन अनुवादो को मुद्रित कराने के लिए कार्यवाही भी आरंभ कर दी गई है। संविधान का उर्दू मे अनुवाद तैयार हो चुका है और आशा है कि इसे शीघ्र ही अंतिम रूप दे दिया जाएगा

संविधान का कश्मीरी में अनुवाद भी तैयार किया जा रहा है।

कन्नड़ और कश्मीरी को छोड़कर केन्द्रीय अधिनियमों का प्रादेशिक भाषाओं में अनुवाद कार्य संतोषजनक रूप से प्रगति कर रहा है। कर्नाटक और जम्मू-कश्मीर सरकारों से निवेदन किया गया है कि वे क्रमश कन्नड और कश्मीरी में केन्द्रीय अधिनियमों के अनुवाद के लिए आवश्यक व्यवस्थाएं करें।

अनुवादों को यथासंभव सरल और ठीक-ठीक बनाने के लिए प्रत्येक प्रयास किया गया है।

Feasibility of Setting up a Second Fertilizer Plant by Indian Explosive Limited

2759. SHRI R. S. PANDEY : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Indian Explosive Ltd. has been asked to examine the feasibility of setting up a second fertilizer plant based either on fuel oil or coal gasification process; and

(b) if so, whether the feasibility report has been submitted ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). The Indian Explosives Ltd. had some time ago evinced interest in setting up a fertilizer plant at a suitable location based on either fuel oil or coal as feedstock. The company was advised to submit the requisite details for Government's consideration. Formal proposals in this regard have not so far been received.

Expert Committee on changes in the Companies Act, 1956

2760. SHRI VASANT SATHE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Institute of Chartered Accountants of India has urged Government to constitute an expert committee for bringing about certain changes in the Companies Act, 1956; and

(b) if so, the salient features thereof and the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) and (b). Yes, Sir. The Institute has suggested the appointment of an Expert Committee to conduct a detailed and comprehensive review of the entire "Corporate legislation" with particular reference to the need for changes "with regard to the structure, content and form of disclosure in the various financial statements" required from companies. The suggestion of the Institute has been noted.

Parity in Scales Demanded by Railway Protection Force Association, Northern Railway

2761. SHRI VASANT SATHE : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Protection Force Association of Northern Railway have demanded parity in their pay scales with other Central protection forces like the Industrial Security Force, Central Reserve Police and Border Security Force;

(b) if so, at what stage of consideration the demand stands; and

(c) the decision taken in the matter, if any ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) and (c). Government have broadly accepted the Third Pay Commission's recommendations regarding pay scales for Class IV, III and II employees of the Central Government. The Commission

have recommended improved scales for the Railway Protection Force staff after considering all relevant factors, including the representations made to the Commission on behalf of this Force. These recommendations are being presently processed.

Closure of Small Paper Mills in Maharashtra for want of Oil Supply

2762. SHRI A. K. GOPALAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether government are aware that some small paper mills in Maharashtra and Gujarat have either closed down or are on the verge of closure due to lack of fuel oil supply;

(b) if so, the facts thereof, and

(c) the action taken by Government to save the small paper mills in view of acute shortage of paper ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c) At present Oil Companies are meeting 90% of the requirements of all industries based on their past offtakes. It is expected that a 10% saving can be achieved by taking economy measures in the use of Furnace Oil and by improved efficiency without affecting production. A standing Committee under the Chairmanship of Secretary & Director General, Technical Development has been set up to regulate Furnace Oil supplies in a manner that will not inhibit industrial production.

Setting up of a Fertilizer Plant in Kerala

2763. SHRI A. K. GOPALAN Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government will consider to set up one Fertilizer Unit in the Public Sector in Kerala;

(b) whether Government have received any memorandum from the Kottayam District Development Council in this respect; and

(c) if so, the action taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Government have already approved in principle the setting up of five new fertilizer projects in the public sector; these are proposed to be located at Mathura, Panipat, Bhatinda, Paradeep and Trombay. The question of setting up further capacity at other suitable locations including in Kerala would be reviewed at an appropriate time in the context of the resources position and other relevant factors.

(b) Government are not aware of any such memorandum

(c) Does not arise.

Cancellation of Halting point at Ezhimala near Cannanore (Southern Railway)

2764 SHRI A. K GOPALAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the halting point at Ezhimala near Cannanore in Southern Railway has been cancelled for Passenger Trains Nos 515, 516 and 62 recently,

(b) if so, the reasons therefor ;

(c) whether Government propose to take steps for the restoration of the halting point at Ezhimala, and

(d) if so, when ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Nos. 515 Dn/516 Up Calicut-Mangalore Passenger and No. 62 Up Kasaragod-Shoranur Passenger trains are still schedul-

ed to stop at Elimala. However, these trains stand temporarily cancelled at present due to coal shortage.

(b) to (d). Do not arise.

Setting up of Nylon Yarn Manufacturing Projects

2766. SHRI P. NARASIMHA REDDY Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government have decided to allow setting up of only a few out of the total nylon yarn manufacturing projects for which letters of intent and licences had been issued;

(b) if so, the broad outlines of the decision taken in this regard; and

(c) whether Government will give special consideration to the proposed project at Tirupati in Chittoor District which is industrially backward ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Certain important aspects like the overall development of nylon yarn industry in the country and the need for import of foreign technology for nylon plants are under examination in the light of various relevant factors.

(b) and (c). Do not arise

Pass Facility to Staff working in FTAO, Delhi (Western Railway)

2767. SHRI KRISHNA CHANDRA HALDER : Will the Minister of RAILWAYS be pleased to state :

(a) whether Passes Crossing H.Q. are being issued by the Northern Railway to their staff at Delhi while the same facility is being denied by the Western Railway to their staff working in the Foreign Traffic Accounts Office, Delhi; and

(b) if so, the reasons therefor and the steps taken by Government to remove this disparity ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). It is a fact that passes crossing headquarters are being issued by the Northern Railway to their staff at Delhi. Such passes are also issued by the Western Railway to their staff provided the concerned staff give valid explanation why such passes are required.

Power Projects Sanctioned for U.P., Orissa and Pondicherry

2768. SHRI R. P. ULAGANAMBI : Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether any power projects were promised/initiated/or their foundation stones were laid during December 1973 to February, 1974 in the States of U.P., Orissa and Union Territory of Pondicherry; and

(b) if so, State-wise particulars thereof together with total estimated cost of each and the time by which those projects will be commissioned ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) and (b). A Statement giving the required information is attached. All these projects have already been approved by the Planning Commission and included in the Fifth Five Year Plan.

STATEMENT

State	Power Project	Date on which the foundation stone was laid or work inaugurated	Estimated cost in Rs Lakhs	Time by which the project is likely to be commissioned
Uttar Pradesh	Harduaganj Thermal Power Station Extension—Stage V—110 MW	10-1-1974	1929	1976-77
	Harduaganj Thermal Power Station Extension—Stage VI—110 MW	10-1-1974	2259	1976-77
	Obra Thermal Power Station Extension—Stage II—600 MW	16-1-1974	8989	1976-77
	Obra Thermal Power Station Extension—Stage III—400 MW	16-1-1974	6800	1976-77
	Narora Atomic Power Station—470 MW	13-1-1974	20990	1981-82
Orissa	Rengali Multipurpose Project—Stage I- 2 x 50 MW	23-12-1973	5792 68	**
Pondicherry	Nil			

** Dam and appurtenant works programmed for completion by the end of Fifth Plan and power units by First year of Sixth Plan

Shortage of Coal Wagons felt by Railways

2769. SHRI R. P. ULAGANAMBI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways are short of coal wagons to meet adequately the requirements of coal producers and users,

(b) if so, the extent of shortage, and

(c) how Government propose to remove this shortage?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) There is no shortage of wagons as such for the movement of coal. The availability of wagons has been frequently affected on account of extraneous factors like power shedding and public agitations, wild-cat strikes 'Go slow', political bundhs, squatting on track, preventing train running, breaches, etc affecting both coal production and transport

(c) Under normal working conditions, Railways will have no difficulty in meeting the demands for coal movement.

उत्तर रेलवे के बीकानेर तथा जोधपुर डिवीजन के रेलवे स्टेशनों पर खाद्य पदार्थ बेचने वालों के विरुद्ध खाद्य निरीक्षण अधिकारियों की शिकायतें

2770. **श्री पन्नालाल बारुपाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के बीकानेर तथा जोधपुर डिवीजन के विभिन्न रेलवे स्टेशनों के उन खाद्य पदार्थ बेचने वालों की संख्या कितनी है जिन्हें खाद्य निरीक्षकों द्वारा की गई शिकायतों पर जुर्माना किया गया है और उनकी संख्या कितनी है जिनके लाइसेंसों की मान्यता अवधि को कम कर दिया गया है और ऐसे लाइसेंसधारियों की संख्या कितनी है जिन्हें दोनों दंड एक साथ दिये गये हैं ;

(ख) क्या उन यात्रियों ने खाद्य पदार्थ बेचने वालों के विरुद्ध कोई शिकायतें की हैं जो उन खाद्य पदार्थों को खरीदते और खाते हैं; और

(ग) यदि नहीं, तो केवल खाद्य निरीक्षकों की शिकायतों पर ही उनको दंड दिये जाने के क्या कारण हैं ?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) (i) उत्तर रेलवे के बीकानेर और जोधपुर मण्डलों के स्टेशनों पर जिन खाद्य पदार्थ विक्रेताओं को भोजन में मिलावट करने के लिए जुर्माना किया गया है उनकी संख्या 8 है ।

(ii) जिन विक्रेताओं के लाईसेंसों की मान्य अवधि घटा दी गयी है उनकी संख्या 3 है ।

(iii) जिन विक्रेताओं को उपर्युक्त (i) और (ii) के अन्तर्गत दोनों दण्ड एक साथ दिए गए हैं उनकी संख्या 3 है ।

(ख) जी हां ।

(ग) विक्रेताओं को दण्ड केवल भोजन निरीक्षकों की रिपोर्ट पर ही नहीं दिया गया बल्कि सरकारी विश्लेषणकर्ता की इस घोषणा के आधार पर दिया गया है कि भोजन के नमूनों में मिलावट की गयी थी ।

Target of drug production in Fourth and Fifth Plans

2771. SHRI M. S. SANJEEVI RAO : will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what is the target of production of drugs in both private and public sectors during the first year of the Fifth Five Year Plan; and

(b) what was the target of the Fourth Five Year Plan and whether it is fully achieved if not, the reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) The draft Fifth Five Year Plan envisages a turnover of formulations valued at Rs. 500 crores per annum by 1978-79. It is expected that during the first year of the Fifth Five Year Plan, the value of formulations would be about Rs. 370 crores.

(b) The target of production of drugs for the Fourth Plan was Rs. 250 crores. The target has been exceeded.

Profit/Loss incurred by Major Irrigation Projects

2772. SHRI JYOTIRMOY BOSU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the total losses incurred or profits earned, State-wise, by the major and medium irrigation projects during the last three years; and

(b) the factors responsible for losses incurred or profits earned?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Irrigation Project are designed to increase agricultural production, and the economics of such projects are assessed on the benefit cost ratio approach. Generally, all irrigation projects taken up have a favourable ratio of benefits to costs. However, due to low water rates charged by the State Governments, increasing cost of construction and maintenance of projects, and lag in utilisation of created potential,

the revenues to Government have progressively fallen short of expenditure and in that context, Government revenues have suffered a loss. With the increase in the number of irrigation projects, the extent of this loss has been going up and was Rs. 565.9 crores in 1967-68. State-wise details are given in the statement, laid on the table of the House. [*Placed in Library. See* No. LT-6397/74].

बिलासपुर तथा कटनी-बीना के बीच चल रही एक्सप्रेस गाड़ी को पेसेंजर गाड़ी में बदलना

2773. **श्री लम्बोदर बलियार** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) बिलासपुर और कटनी-बीना के बीच चल रही एक्सप्रेस गाड़ी को पेसेंजर गाड़ी में बदलने के क्या कारण हैं; और

(ख) क्या सरकार को पता है कि इसके परिणामस्वरूप लोगों को बड़ी परेशानी हो रही है?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी) : (क) और (ख). कटनी-बीना खंड पर यात्रियों की सुविधा के लिए दिन में चलने वाली सवारी गाड़ी की व्यवस्था करने के उद्देश्य से 35 डाउन/36 अप भोपाल-बिलासपुर एक्सप्रेस एवं सवारी गाड़ियों को 1-11-1973 से कटनी-बीना खंड पर सवारी गाड़ियों के रूप में बदल दिया गया हैं ।

Shifting of D.V.C. Head Quarter from Calcutta to Bihar

2774. SHRI DASARATHA DEB : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are contemplating to shift the D.V.C. headquarter from Calcutta to Maithon in Bihar; and

(b) if so, the reasons thereof?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) :

(a) and (b). The headquarter of the Operation and Maintenance Wing of the Damodar Valley Corporation was shifted to Maithon on 1-1-1963. A proposal to shift the administrative wing also to Maithon is under examination.

Construction of Railway Line from Dharamnagar to Agartala

2775. SHRI DASARATHA DEB : Will the Minister of RAILWAYS be pleased to state :

(a) the progress of the survey for the construction of Railway Lines from Dharamnagar to Agartala in Tripura;

(b) whether Government have arrived at a decision to undertake this work soon; and

(c) if so, when it is likely to be taken up?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Preliminary Engineering and Traffic Surveys for the Dharmnagar-Agartala M. G. line have been completed and the reports are under examination. It has, however, been decided to take up the construction of a new M. G. line from Dharamnagar to Kumarghat for which the North Eastern Council has been requested to bear the cost out of the funds allotted to it for development of backward areas. Construction of the remaining portion of the line from Kumarghat to Agartala may be taken up sometime during the 5th Five Year Plan period subject to availability of additional resources.

Lowering of Voting Age

2776. DR. H. P. SHARMA :

SHRI KRISHNA CHANDRA HALDER :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased state :

(a) whether a delegation of the Delhi University Students Union called on the

President of India to press their demand for lowering the voting age; and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes, Sir.

(b) The subject matter of the present question, namely, lowering of the voting age, is, already under the consideration of Government and no decision has yet been taken.

Kerosene Sale Racket exposed

2777. SHRI YAMUNA PRASAD MANDAL : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any Kerosene sale racket was unearthed in Delhi in January, 1974, and

(b) if so, what action has been taken against the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). No, Sir. One person was, however, arrested by the Shahdara Police on 30th January 1974, while selling Kerosene Oil in black market. A quantity of 850 litres of Kerosene Oil was seized from his possession. The case is under investigation.

India seeking U.S. Cooperation regarding Naphtha-based Fertilizers

2778. SHRI R. P. ULAGANAMBI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether India has sought technological cooperation from the United States of America in switching production of fertilizers based on Naphtha to the one based on coal ; and

(b) if so, the reaction of the U.S. Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

Setting of Power Houses by Private Sector Undertakings

2779. SHRI R. P. ULAGANAMBI :

SHRI F. V VIKHE PATIL :

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether private sector undertakings have been allowed to set up their own power houses in view of shortage of power in the country ,

(b) if so, how many applications from such private undertakings are pending with Government; and

(c) the reasons for delay in giving clearance to them?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) to (c). The private sector undertakings are being permitted to instal their own captive power plants only in exceptional cases where substantial fuel economy is possible by adoption of the total energy concept, utilising steam jointly for power generation and industrial processes or by utilising by product fuels or heat. Each such case for the setting up of a captive power plant has to be considered on its own merits.

Four such applications for the installation of captive generating plants which have recently been received, are being processed in this Ministry.

Allotment of Railway land to homeless in Panihati Area and Sealdah Zone

2780. SHRI SAMAR GUHA Will the Minister of RAILWAYS be pleased to state :

(a) whether Government received a memorandum, including many applications for distribution of waste Railway land in Panihati area of 24-Parganas District of West Bengal among homeless for building homestead,

(b) whether these Railway lands are lying unused for over 50 years

(c) if so, whether Government will use the land for distribution among the homeless people, and

(d) whether similar representations have also been made to Sealdah Zone authority of Eastern Railways, and if so, the step taken by Government for distribution of waste Railway lands to them?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) to (d) A representation from the Bhumi Mukti Andolan Committee Subhasnigar Post Office Sukchar, District 24-Parganas, West Bengal, and a large number of petitions from the landless people of the Khardah area of District 24-Parganas have been received This land is an abandoned brick field, now being used as permanent way depot by the Railway and the question of distribution of the same of the landless people of the area does not arise

Intensified Oil Exploration and Soviet Assistance therefor

2781 SHRI SAMAR GUHA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether Government have drawn up any intensified plan for intensified exploration of new oil fields in the country,

(b) if so, facts thereabout;

(c) whether Government have entered into any contractual understanding with Soviet Russia for the purpose

(b) if so, the terms and condition of such understanding,

(e) the main features of the schemes for oil exploration already undertaken

(f) the results so far achieved or expected in near future , and

(g) the facts about identification potential area inside the country in coastal belts or off shore areas of the country'

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) Yes Sir

(b) The programme of work drawn up by the ONGC for the Fifth Five Year Plan envisages a large volume of exploratory work on land as well as on the continental shelf areas As per this Plan the Commission's oil production is expected to increase from the existing 4 11 to 9 00 million tonnes approximately per year by 1978 79 Addmg to this a production of about 3 million tonnes a year from the fields of Oil India Limited and Assam Oil Company, the total indigenous production is expected to be of the order of about 12 million tonnes a year by 1978 79

(c) and (d) The cooperation of USSR for oil exploration development and production in the public sector in India has been a continuous feature and as per the recent understanding, the Soviet authorities have agreed to intensify their cooperation in terms of supply of equipment machinery, spares and materials and services of Soviet specialists for rendering technical assistance as also for training facilities for Indian specialists in USSR

(e) to (g) On land the ONGC have undertaken exploratory surveys in almost all the areas of the country where promising sedimentary basins exist as well as in a number of areas in the continental shelf

As a result, a large number of possible hydrocarbon bearing structures have been delineated. After testing, 25 structures have been found to be oil bearing and 6 gas bearing. The total recoverable reserves in these areas, prior to commencement of production, were 108.66 million tonnes of crude oil and about 25,000 million cubic metres of natural gas. The Commission by the end of 1973 had produced a total of 30.24 million tonnes of crude oil and sold 2,642.17 million cubic metres of natural gas. During the Fifth Five Year Plan the Commission expects to produce a total of 34.12 million tonnes of crude oil

In the off-shore areas, drilling is at present going on at the Bombay High structure where there has been indication of presence of oil. Additionally, to expedite exploration on Indian continental shelf areas, negotiations with certain foreign parties are in progress. ONGC has also placed an order in USA for a seismic ship equipped for undertaking Marine Geophysical Surveys.

Joint Stock Companies and their Paid-up Capital

2782. SHRI MUKHTIAR SINGH MALIK : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the number of Joint Stock Companies, both public and private, and their total amount of paid-up capital at the end of the year 1973; and

(b) the total amount of paid-up capital invested in Government undertakings by large Industrial Houses at the end of 1973?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) : (a) As on 31-3-1973, there were 34873 companies limited by shares registered under the Companies Act, 1956 having an aggregate paid-up capital of Rs. 5345.1 crores. Of these, 6841 were public limited companies and 28032 were private limited companies. Their paid-up capital respectively was Rs. 2059.0 crores and Rs. 3286.1 crores.

(b) Information is being collected and will be laid on the Table of the House.

Proposal to regulate working of Foreign Pharmaceutical Companies

2783. SHRI MUKHTIAR SINGH MALIK : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government propose to regulate the working of the foreign pharmaceutical companies; and

(b) if so, the broad outlines of the proposal ?

THE MINISTER OF STATE IN MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Government have reviewed the Industrial Policy in 1973 and as a result thereof the Drugs and Pharmaceuticals industry has been included in the list of industries in which the foreign concerns and subsidiaries and branches of foreign companies are eligible to participate. Their investment applications will be considered as per guide lines on the dilution of foreign equity and will also be examined with reference to technical aspects, export potentialities, etc. The imports of drugs and intermediates are being regulated on an increasing scale by canalisation through STC with a view to ensure that such items are not purchased at high foreign countries including parent organisations. The import of raw materials is allowed to small companies having a turnover of less than Rs. 1 crore, on a higher scale than to the larger units. This measure will help build up the small scale sector. Applications from foreign companies for grant of industrial licences for formulation activities are generally not favoured unless coupled with proposals for production of bulk drugs. They are also generally bound

down to supply a substantial portion of their bulk drug production to non-associated formulators which is also expected to help growth of the Indian sector.

Revision of Estimated Cost of Kosi Project

2784. SHRI MUKHTIAR SINGH MALIK : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the cost of Kosi Project estimated originally; and

(b) the number of times the estimated cost was revised, the final cost estimated and reasons for the revision in the cost of the project?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) The Kosi Project was originally estimated to cost Rs. 44.76 crores

(b) The estimate was proposed to be revised by the State Government four times, but no revised estimate has been sanctioned so far:

The cost of the latest revised estimate (1972) is Rs 111 64 crores The main reasons for revision in the estimated cost of the Project are:—

1 General rise in the cost of the materials, land and labour wages over the period ;

2 Construction of water courses upto 1 cusec

3. Additional distributaries from the main canal ;

4. Extra expenditure on flood protection and anti-erosion measures ;

5. Construction of additional bridges, and

6. Construction of silt ejector and silting basin.

रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल लाइन का विस्तार

2785. **श्री श्रीकृष्ण अग्रवाल**: क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे में रायपुर-राजिम-धनतरी (मध्य प्रदेश) छोटी रेल-लाइन के विस्तार के बारे में सर्वेक्षण किया गया है और क्या सरकार ने इसे अपनी मंजूरी दे दी है।

(ख) क्या वहां निर्माण कार्य शुरू नहीं किया गया है, और

(ग) यदि हां, तो इसके क्या कारण हैं और कार्य प्रारंभ करने के बारे में क्या कार्यवाही की जा रही है?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी): (क) से (ग). अन्नामप्रद शाखा लाइन समिति की सिफारिशों के आधार पर रायपुर-राजिम-धनतरी छोटी लाइन खंड को बड़ी लाइन में बदलने के लिए यातायात सर्वेक्षण किया गया था और रिपोर्ट की जांच की जा रही है। रिपोर्ट की जांच हो जाने तथा उसके परिणाम मालूम हो जाने के पश्चात् इस लाइन के बदलाव के संबंध में विचार किया जायेगा। लेकिन रायपुर-राजिम-धनतरी छोटी लाइन का विस्तार करने का कोई विचार नहीं है।

मध्य प्रदेश के छत्तीसगढ़ क्षेत्र में यात्री तथा मालगाड़ी सेवायें

2786 **श्री श्रीकृष्ण अग्रवाल** क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) क्या दक्षिण-पूर्व रेलवे के अंतर्गत मध्य प्रदेश के छत्तीसगढ़ क्षेत्र में, जापान को निर्यात किये जाने वाले कच्चे लोहे की ढुलाई के लिये उपलब्ध मालगाड़ी सेवा के अलावा अन्य किसी भी प्रकार की यात्री गाड़ी और मालगाड़ी सेवा की व्यवस्था नहीं है

(ख) यदि हां, तो इसके क्या कारण हैं, और

(ग) क्या इस क्षेत्र के पिछड़ेपन को ध्यान में रखते हुए इस रेल मार्ग पर यात्री गाड़ी और माल गाड़ी सेवा चालू करने का सरकार का विचार है और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मुहम्मद शफी कुरेशी) : (क) दक्षिण पूर्व रेलवे के कोट्टायलासा-किरदल खण्ड पर इस समय कोई मुसाफिर गाड़ी नहीं चलती।

(ख) और (ग). इस लाइन पर एक मिली-जुली यात्री एवं माल गाड़ी चलाने के प्रस्ताव

पर इस समय विचार किया जा रहा है और तदनुसार जो भी कार्रवाई व्यावहारिक होगी, की जावेगी ।

Cases taken to Law Courts under the M.R.T.P. Act

2787. SHRI F. V VIKHE PATIL : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases under the M.R.T.P. Act which have been taken to law courts since 1970 and the number of such cases which have been finally decided.

(b) the number of cases which have finally been decided against Government;

(c) whether Government, in the light of various judgements of the law courts and other experience gained during the administration of the Act, propose to plug the loopholes noticed so far by amending the Act; and

(d) if so, when the amending Bill is proposed to be introduced in Parliament ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) . (a) and (b). Out of 14 cases taken to the Courts, two cases were withdrawn by the applicant Companies, three have gone in favour of the Government. Out of the 6 cases pending in the Supreme Court, three were filed by the Companies and three by Government. In three cases appeals filed by the Companies against the Commission itself, one was decided in favour and two were dismissed.

(c) and (d) The working of the M R T.P. Act is under constant review of the Government. The question of amending the M.R.T.P. Act with a view to plug the loopholes in the working is engaging the attention of the Government. Judicial pronouncements by the High Court/Supreme Court made in this connection will be kept in view before finalising the amendments to the Act.

Major Irrigation Facilities in Himachal Pradesh during Fourth Plan

2788. SHRI VIRBHADRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state how far the target of Fourth Plan for the major irrigation facilities in Himachal Pradesh has been achieved ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): No project in the major/medium irrigation sector was proposed for implementation in Himachal Pradesh during the Fourth Plan.

Pilferage of Goods from Railway Godowns at Katihar (Bihar)

2789. SHRI JAGANNATH MISHRA Will the Minister of RAILWAYS be pleased to state :

(a) whether a large scale pilferage of goods from railway godowns is rampant at Katihar (Bihar) ,

(b) whether the railway goods yard has become an easy hunting ground for the seal breakers and anti-social elements ; and

(c) if so, the estimated loss as a result thereof during 1972-73 and the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b) It is not a fact that thefts and pilferages are rampant at Katihar but the yard being quite large and open at several points, some cases of criminal interference with booked consignments have occurred there.

(c) The estimated loss of goods due to thefts and pilferages at Katihar was Rs. 19,746 during 1972-73.

The following measures have been taken to prevent thefts and pilferages of goods at Katihar:—

(i) Yard and Goods Shed are guarded round the clock by the R.P.F.

(ii) Petrolling by armed R.P.F. men and Dog Squads in vulnerable sectors of the Yard and Goods Shed have been intensified.

(iii) Assistance and co-operation of police and railway unions is sought in apprehension of criminals and receivers of stolen property.

Target of Irrigation Facilities to Himachal Pradesh in 1st Year of Fifth Plan

2790. SHRI VIRBHADRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state.

(a) whether the target of irrigation facilities to be extended to Himachal Pradesh by the Central Government during the 1st year of Fifth Plan has been finalised; and

(b) if so, the particulars of projects proposed and the capacity of each?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) Irrigation is a State subject and the irrigation projects are implemented by the State Governments as part of their developmental plans. The Annual Plan of Himachal Pradesh for 1974-75 has yet to be finalised.

(b) Does not arise.

Target of Power Generation in Himachal Pradesh

2791. SHRI VIRBHADRA SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether target of power generation for the Fourth Plan has been fully achieved in Himachal Pradesh ;

(b) if not, what is the shortfall, and the reasons therefor; and

(c) the steps proposed to be taken to achieve the target?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). Against a target of 109.3 MW of generating capacity at the end of the Fourth Plan, it is expected that only 48.3 MW would be commissioned by the end of 1973-74. Due to delay in civil works the commissioning of (2×30 MW) 60 MW capacity in the Giri Bata hydel station will not be possible within the Fourth Plan period. Commissioning of one MW (2×0.5 MW) at Nogli Hydro Electric Project is also delayed owing to some defects in the plant. The State authorities are expediting works on these projects.

Finalisation of Railway Facilities for Himachal Pradesh during First Year of Fifth Plan

2792. SHRI VIRBHADRA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the target of Railway facilities to be extended to Himachal Pradesh during the first year of Fifth Plan has been finalised, and

(b) if so the broad features of the same?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : (a) Not yet, but the proposals are still under consideration.

(b) Does not arise

Target of Rail Facilities in Fourth Plan in Himachal Pradesh

2793 SHRI VIRBHADRA SINGH: Will the Minister of RAILWAYS be pleased to state :

(a) whether the target of Fourth Plan for the Himachal Pradesh for Rail facilities has been fully achieved; and

(b) if not, what is the shortfall in achieving the target and steps proposed to be taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Presumably the Hon'ble Member is referring to the construction of new railway lines in the Fourth Plan in the Himachal Pradesh. No new line had been approved for construction during the Fourth Plan in Himachal Pradesh. As such the question of any shortfall in achieving the target does not arise.

Mody, J.K., Mohan Meakan, Mafatlals and Bharat Tube (Raunaq Singh) Industrial Groups

2794. SHRI MADHU LIMAYE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether Mody, J.K., Mohan Meakan, Mafatlals and Bharat Tube (Raunaq Singh) industrial groups have been the fastest growing groups since 1969;

(b) if so, the increase in their total assets and sales in the last four years; and

(c) the number of industrial licences/letters of intent received by these groups between 1969-73?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) and (b) According to the revised Industrial Licensing Policy of February, 1973, only undertakings registered under section 26 of the Monopolies and Restrictive Trade Practics Act, 1969, *i.e.*

(i) undertakings which by themselves or together with their inter-connected undertakings have assets of not less than Rs. 20 crores, thereby attracting the provisions of section 20(a); or

(ii) dominant undertakings which by themselves or together with their interconnected undertakings have assets of not less than Rs. 1 crore, thereby attracting the provisions of section 20(b) of the Monopolies and Restrictive Trade Practices Act, are considered as large industrial houses for purposes of industrial licensing policy and regulation under Chapter III of the M.R.T.P. Act. It is, therefore, not possible to give information as required in parts (a) and (b) of the question in terms of the group names specified therein Further the undertakings are not required to furnish information about the annual sales, changes in assets, etc. under the provisions of the M.R.T.P. Act.

(c) The number of industrial licenses/letters of intent issued to undertakings belonging to companies which were formerly listed by the Industrial Licensing Policy Inquiry Committee under the specified groups mentioned in the question and which have since registered under the M.R.T.P. Act is as shown below:

Year	Mody Group		J.K. Group		Mafatlal Group	
	Lic	I.I.	Lic	I.I.	Lic	I.I.
1970	1		1	1	1	3
1971	1	3	8	2	5	1
1972	1	6	3	5	4	4
1973	1	4	6	3	2	2

Corresponding figures for 1969 are not available Mohan Meakin Breweries Ltd which is also an undertaking registered under section 26 of the M.R.T.P. Act received 2 licences in 1973.

Issue of Letter of Intent to Shree Synthetics for expanding their capacity

2795. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that Shree Synthetics have been given a letter of intent for expanding their capacity of nylon production to 2,100 tons per annum;

(b) whether the Company has been allowed to import diesel generators for the production of power for its factory;

(c) whether this expansion and other expansions to private sector companies have been granted at the expense of the joint section projects which the Governments of Mysore, Madras, Punjab and Haryana had proposed to set up; and

(d) if not, the reasons for conceding the expansion application of Companies belonging to the Bangur Group and other Monopoly Houses?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Yes, Sir.

(c) No, Sir.

(d) Letters of Intent for expansion were issued in the private sector on the basis of the Government decision that the existing plants should be brought upto a production level of 12 tonnes a day. Accordingly, the existing units who had already substantially implemented the earlier licensed capacity and their production was likely to reach six tonnes a day or above were allowed expansion to 12 tonnes a day and the units which were licensed or producing about 3 tonnes a day or less were allowed to expand upto 6 tonnes a day if they had substantially implemented their existing licensed capacities.

From the above, it would be observed that the expansion in capacity was granted on the basis of techno-economic considerations and no discrimination was made between larger and large and other Industrial Houses.

Increase in prices of Butyl Alcohol

2796. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that prices of Butyl alcohol have gone up by Rs. 700/- per ton in December, 1973;

(b) whether a similar price hike was effected in the middle of 1973;

(c) whether there is a collusion among manufacturers for increasing prices; and

(d) whether this is being referred to the MRTP Commission by the Petroleum Ministry for breach of the Monopolies and Restrictive Trade Practices Act?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). The required information is being collected and will be laid on the Table of the House.

Deputation of Senior Scale Officers of Audit Department to Northern Railway

2797. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether senior-scale officers of Audit and Accounts Department are sent on deputation in the Audit and Accounts Departments of Zonal Railways;

(b) if so, total number of Senior Scale Officers of Audit and Account Department on deputation to the Northern Railway for more than one year on 1st January, 1974;

(c) total amount of deputation allowance paid to these officers upto 1st January, 1974; and

(d) whether these officers have been put in various sections to gain experience?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Presumably the reference is to the deputation of officers of Indian Audit and Accounts Service to the Railways. If so, yes.

(b) One.

(c) Rs. 2936.22.

(d) Yes.

Proposal to review the Constitution of India thoroughly

2798. SHRI M RAM GOPAL REDDY : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under consideration of Government to undertake a thorough review of the Constitution of India to suit the present day need of the country ; and

(b) if so, the time by which Government are likely to take a decision in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) (a) No Sir

(b) Does not arise

Inspection of Engineering workshop at Arkonam (Southern Railway)

2799. SHRI THA KIRUTTINAN Will the Minister of RAILWAYS be pleased to state :

(a) whether the Engineering Workshop at Arkonam in Southern Railway has been inspected by the Factory Inspectors of Tamil Nadu State during the years 1972 73 and 1973-74 ;

(b) if so, whether any report has been sent to the Workshop by the Factory Inspectors ; and

(c) the gist of the report and the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) Yes

(b) Yes.

(c) Information is furnished in the statement laid on the Table of the House. [*Placed in Library See* No. LT-6398/74]

Increase in the Assets of Monopoly Houses

2800. SHRI DINESH JOARDAR : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether the total assets of the 75 monopoly houses listed in the Monopoly Commission Report have increased substantially during the last three years ;

(b) whether the number of monopoly companies has also increased from 75 to 93 , and

(c) if so, the extent of increase in their assets ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA) (a) to (c) The "monopoly houses' mentioned in the question refers to the large business houses discussed in the Report of the Monopolies Inquiry Commission These houses were re-examined subsequently by the Industrial Licensing Policy Inquiry Committee and only twenty of these houses, the assets of which had grown to more than Rs 35 crores, were considered as large houses in the context of industrial licensing policy The concept of large industrial houses had undergone a fundamental change since February 1973 when the revised industrial licensing policy was announced by the Government. In the light of this revised policy undertakings registered under Section 26 of the Monopolies and Restrictive Trade Practices Act, 1969, *i e*

(i) undertakings which by themselves or together with their interconnected undertakings have assets of not less than Rs 20 crores, thereby attracting the provisions of section 20(a) ; or

(ii) dominant undertakings which by themselves or together with their interconnected undertakings have assets of not less than Rs 1 crore, thereby attracting the provisions of section 20(b) of the M.R.T.P. Act,

are considered as large industrial houses.

2 The M.R.T.P. Act does not require the undertakings registered under section 26 to furnish information about changes in the value of assets from year to year. Substantial expansion of undertakings registered under section 26 is regulated in accordance with the provisions of Chapter III of the Act to ensure that the concentration of economic power to the common detriment is prevented.

Agreement Between India and Iraq on Prices of Crude Oil

2801 SHRI TRIDIB CHAUDHURI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any final and firm agreement has been arrived at between India and Iraq for the price of crude to be supplied by Iraq to India under a long term economic agreement between the two countries signed last year; and

(b) if so, the price per barrel of crude now agreed upon and whether this price agreement contains clauses for the revision of prices in the coming years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Agreement has been reached between India and Iraq for the price of crude to be supplied by Iraq in 1974.

(b) It is not in the public interest at this stage, to disclose the price per barrel of crude now agreed upon nor the clauses of the Agreement arrived at between India and Iraq.

Plan to reduce Consumption of Petrol and Petroleum Products

2802 SHRI TRIDIB CHAUDHURI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any integrated plan and estimate for reducing the consumption of petrol and various other petroleum products, apart from increasing their prices from time to time, have been prepared by Government in consultation with the Planning Commission, concerned Union Ministries and the State Governments in view of the unprecedented escalation of crude prices by the O.P.E.C. members; and

(b) what is the targeted quantity of reduction crude imports and replacement of petroleum products as energy sources by alternative energy sources?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b) In view of the steep increase in prices of crude oil and refined petroleum products in the international market, various possibilities of reducing the consumption of oil and also replacing oil with other forms of energy are under examination by the Government. A number of expert committees have been set up by the Planning Commission and these are carrying out detailed studies on the possibilities of substitution and reduction in consumption of petroleum products. The extent of possible saving in the consumption of petroleum products as a result of these efforts cannot be estimated at this stage.

The State Government have been asked to curtail consumption of motor spirit by the Government and Public Sector vehicles. These instructions also apply to the Central Goverment Ministries/Departments and Public Sector Undertakings.

Construction of Bridges over Farakka Barrage Project Feeder Canal

2803 SHRI TRIDIB CHAUDHURY: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the latest position with regard to construction of bridges over the Farakka Barrage Project Feeder Canal at R.D. 28 near Ballapur, R.D. 62 for the Dhulian-Pakur Inter-State Road, R.D. 34 near Shankarpur and with regard to the digging of the canal from R.D. 87 to 98 provision of a diversion for N.H. 34 at R.D. 107 and that for

B.A.K. Railway track diversion at R.D. 117;

(b) whether the extent of submersion in the back catchment area above the Farakka Barrage in Bihar has been ascertained by a proper survey and the concurrence of Bihar State for this submersion btained and

(c) when is the Feeder canal likely to be completed and flow of 40 cusecs of water from the Ganga into the Hooghly-Bhagirathi channel made possible ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) The present position regarding different items of work mentioned is as under :

Work	Present Stage of Execution
(i) Bridge at R.D. 28 near Ballalpur.	A road bridge at R.D. 28.5 to serve Ballalpur Shankarpur region has been recently approved. The foundation stone for this bridge was laid on 28-2-1974
(ii) Bridge at R.D. 34 near Shankarpur	
(iii) Bridge at R.D. 62 Dhuhan-Pakur road	Substructure, except for load testing on one abutment well and raising of pier, completed. Casting of deck slab in progress
(iv) Digging of canal from R.D. 87 to R.D. 98.	The work is in an advanced stage of progress.
(v) Diversion for N.H. 34 at R.D. 107	Both the Railway line and the National Highway 34 will be diverted over the rail-cum-road bridge at R.D.112. The rail traffic has already been diverted over the new bridge. The road portion is nearing completion.
(vi) Diversion for B.A.K. Railway track at R.D. 117	

(b) According to the back water survey conducted by the Project, an area of 5,029 ha. will come under submersion. Of this, 390 ha. will be in West Bengal, 2,620 ha. in Bihar and 2,019 ha. in either Bihar or West Bengal depending upon the finalisation of the mid-stream survey being conducted by the two States. Both the State Governments are agreeable to the submersion and have initiated land acquisition proceedings.

(c) Work on the Feeder Canal is expected to be completed by the monsoon of 1974.

Proposal to Link Kezhoor (Kerala) and Madurai (Tamil Nadu) with Microwave net work of Indian Railways

2804. SHRI A. K. GOPALAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to have a new station building at Kezhoor in Kerala :

(b) whether there is any proposal for Kezhoor in Kerala State and Madurai in Tamil Nadu to be linked with microwave net work of the Indian Railways ; and

(c) if so, when that is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No. There is no Railway Station named Kezhoor in Kerala State.

(b) and (c). Do not arise.

12 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE U.S. NUCLEAR-POWER AIRCRAFT CARRIER 'KITTY HAWK' SAILING INTO THE INDIAN OCEAN.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, I call the attention of the hon. Minister of External Affairs to the

following matter of urgent public importance, and I request that he may make a statement thereon: "The reported order given by the U.S. Government to its nuclear-powered aircraft carrier 'KITTY HAWK' to sail into the Indian Ocean."

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH): The House will recall the statement that I made last November when a US Task Force with the aircraft carrier "Hancock" entered the Indian Ocean. US sources had then offered various explanations. I had expressed Government's misgivings at this development based on the eventuality that it would lead to a more permanent military presence and thus start a chain reaction leading to big power rivalry and military competition in the area. It is with concern therefore that we have received the information which has been confirmed by our Embassy in Washington about the arrival of the aircraft carrier "Kitty Hawk". Whether it is a replacement or an addition, it supports the belief that U.S. Naval forces are intending to stay in the Indian Ocean for a considerable period of time. We cannot also escape the conclusion that the expansion of base facilities in Diego Garcia by the US is connected with such a more long term presence of US Naval forces in this area.

Our policy regarding the Indian Ocean has been repeatedly expressed. Any large scale presence of the navy of one big Power is bound to attract the navies of other big Powers. Such rivalry would create problems for littoral countries the overwhelming majority of whom desire to maintain the Indian Ocean as an area of peace. Government of India have strongly supported the UN General Assembly Resolution of December 16, 1971 declaring the Indian Ocean a zone of peace for all time and calling upon the Great Powers to halt the further escalation and expansion of their military presence in the Indian Ocean. Government have also associated themselves actively with efforts in the United Nations and elsewhere for the realisation of this objective. We are therefore deeply concerned at the continuing presence of the US naval task force in the Indian Ocean which is confirmed by the arrival of the aircraft carrier "Kitty Hawk".

SHRI JYOTIRMOY BOSU: Sir, this Government to my mind, is running with a hare and hunting with the hound.

SHRI VASANT SATHE (Akola): Who is the hare and who is the hound? SHRI JYOTIRMOY BOSU: I will explain to you.

Sir, this Diego Garcia is not one base. But it is an apex and it is a completion of US naval strategic triangle in the Indian Ocean. The two corners are, one in South Africa and the other one is in Australia. With the acquiring of Diego Garcia from our commanding masters, the United Kingdom, Luarenzo/Marques and Nocala from Portugese, a long chain of naval bases from Simonstown in South Africa to the North West Cape in Australia, which were built by NATO . . . . .

MR SPEAKER: You seldom read the speech.

SHRI JYOTIRMOY BOSU: I wanted to mention the names correctly . . . along with the large US Military communication bases at Nagnew, Maldives and the use of UK base of Vacaos, they have commissioned the most powerful, very low and extra low frequency stations for helping the nuclear missile submarines in regard to communications.

Sir, this 'KITTY HAWK' has 75,000 tonnage carrying 80 aircraft and 5,000 crew with three destroyers and an oiler. The U.S. has built a network of bases in the Indian Ocean and in the adjoining areas. There are six strategic bases around Thailand, at Utapao, Udoru, Korat, Nakhon, Phamon and Dbolo The upgrading of Diego Garcia facilities means increased fuel storage capacity, deepening of lagoons for bigger vessels, lengthening of the runway by about 8,000 ft. more parking area in the air field, and improved communication facilities at a cost of $32.3 million. That will give them

[Shri Jyotirmoy Bosu]

the ability to stage forces in the areas as much as they want. It is a lame excuse that they are doing it because of the presence of the USSR.

There is an admission on record by no less a person than the Director of Politico-Military Affairs:

> "USA will go ahead even if no USSR forces in Indian Ocean 'without any qualification' ".

In 1973 the ship days of the US ships in the Indian Ocean was 2,109. Moreover, they have a large fleet in the Mediterranean. They have become the self-appointed world policemen. They United States says, to be polite, "we are strengthening our diplomatic efforts to further our national interest". It is nothing but capitalism exploiting and blood-sucking the backward and developing countries. The US oil industry has invested in the Gulf countries $3,500 million. Probably, the opening of the Suez will add to their designs for control over that area.

In Bangladesh, in Chittagong and Cox Bazar there are 10 US-inspired fishing trawlers doing intelligence work with antenna and aerial equipped with electronic gadgets and monitoring messages from other ships.

In India the then Home Minister Shri Chavan admitted that there are four centres of CIA in Patna, Bangalore and two other centres. The Chief Minister of Assam has said that Assam is the hunting ground for CIA.

The Tories of UK, while fully agreeing with you, have been condemning you from behind and adopting this double standard, yet you want to be with them because you are their stooges in the Commonwealth.

We have in this country the danger of Union Carbide. I have first hand information, because I had been there myself. In Vizag they have fishing vessels. Under the garb of fishing vessels they are operating the most well-equipped trawlers with all modern gadgets. They are spying on us. Yet, their carry on business had increased by 100 per cent. We are permitting this even though we caught them under-invoicing their exports.

I would like this Government to take a lesson from what the North Koreans have done with Publo. They made the Americans come down on bended knees when it was a matter affecting the integrity of their country. The authorities here get cold feet because the Americans are their god-fathers. Can you do really anything like what the North Koreans have done? If you ask me, my answer is a definite "No" because, as I said at the beginning, they are running with the hare and hunting with the hounds. They have sold their honour and they have sold their country.

The Prime Minister said that Mr. Johnson is a man of peace, when he is the butcher of Vietnam. Westmoreland, who was responsible for the happenings in Vietnam, was treated by us as a State guest.

MR. SPEAKER: He should conclude Now.

SHRI JYOTIRMOY BOSU: Am I too blistering?

MR. SPEAKER: We have a fixed time for this.

SHRI JYOTIRMOY BOSU: There are only three members present today and we have 45 minutes. I have taken only 8 minutes. If you want, I will sit down.

Johnson in his Memoirs says:

> "Certain responsible persons in the Government of India had been working to further the cause of US—the then Food and Agriculture Minister and the then Food Secretary".

Shri C. Subramaniam and Shri Dias, now Governor of West Bengal.

The Times of India/Washington Post say:

"High level CIA agent (direct US contact) in Union Government".

There was no reply to a question of mine on this point. They are allowing it deliberately. They have two policies, one for domestic consumption and another for consumption in the international world.

They have allowed US Photographic flights over China from Indian bases. There is the project "Peace Indigo" by Bharat dynamics in collaboration with International Dynamics of USA, multi-million dollar Company, the C.I.A. and they supplied poisonous gas in Viet Nam and covered nothern frontier with radar network. Farlier, there was a nuclear umbrella arrangement, a joint Air Exercise of U S A, U.K. and India. They have also had joint electronic surveillance of China border.

The Ford Foundation Chief, Mr. Bundy, was driven out from Burma by glorious students—I congratulate them. He said, "PL 480 funds to feed the Indian masses; we have the Peace Corps." Our intellectuals in educational institutions have fought to keep U.S. money out of India. Now, again, it is coming through back-door....

MR. SPEAKER: He is going entirely out of the scope of the Call Attention.

SHRI JYOTIRMOY BOSU: I am finishing.

They are hand in glove with the Americans. As I told you, they have one set of policies for consumption within the country and another set of policy for consumption outside. The inflow of American capital, remittances and collaboration is increasing.

All that I want to say is: Hands off everybody from the Indian Ocean.

SHRI ATAL BIHARI VAJPAYEE (Gwalior): Including China.

SHRI JYOTIRMOY BOSU: Include China in the Asian Security Pact, if you are going to have that.

Take over all American business in the country, like President Nassar has done in Suez Canal, Mr. Mossadique has done in oil companies and Mr. Allende has done in Chile.

Thank you very much for giving me time and bearing with me with patience.

SHRI SWARAN SINGH: Sir, it appears that the hon. Member opposite had some pages of his prepared speech for the President's Address debate and, probably, he could not deliver it at that time and he has taken now the opportunity of reeling off some pages of his unfinished speech.

It is very interesting that he has not asked me to elaborate on anything. So, the best way to answer him is that he has made very sweeping allegations against my colleagues and against Government officials for which there is absolutely no justification. They are unwarranted. For instance, to bring in the name of Mr. C. Subramaniam or Mr Dia ..
(Interruptions)

MR. SPEAKER: Mr. Jyotirmoy Bosu, nobody interrupted you when you were speaking.

SHRI SWARAN SINGH: I would like to say that the voice of Indian Parliament against the acceleration of naval presence of United States would be more effective if it had not been diluted by the type of statements, I am sorry to say, which Mr Jyotirmoy Bosu made. Let us all concentrate on mounting a united pressure on the United States and also on Britain to give up Diego Garcia base and not to step up their naval presence. But Mr. Jyotirmoy Bosu is not doing any service when he says that we are not opposed to it. I am sure his lone opposition will not be heard by anybody It is the opposition of the Parliament, of the Government and of the country as a whole which will help in mounting requisite pressure. No amount

[Shri Swaran Singh]

of his criticism of internal policy is going to help... (*Interruptions*).

MR. SPEAKER: If you go on like that, I will ask the Minister not to reply.

SHRI SWARAN SINGH: I would like to say that the better approach, if I may suggest, for Mr. Jyotirmoy Bosu's party would be to join us in raising our strong voice against the establishment of base in Diego Garcia, against the accelerated military presence of the United States and of other naval powers. He is certainly not helping the cause by saying or hinting even obliquely that the Government of India's attitude in this respect is not firm, is not clear. If I may say in all humility, he is playing into the hands of those elements in the United States who are trying to show that the opposition in India is not strong, is not real. It is not the correct position. There are signs of opposition even in the United States; the members of the United States Senate are also voicing their Protest against the expenditure of over 30 million U.S. dollars on the Diego Garcia base; it is suggested by those critics of this policy in the United States that this increased tension might come in the way of establishment of detente and may also open up the United States Government to a justifiable criticism that the United States are adopting the role of world police-men. So, I would like to suggest to my friend opposite that, in this respect, he should join us in voicing our opposition to the establishment of the base and also our strong opposition to the induction of big naval units of the U.S. Navy, because this is an action which is opposed not only by India but by all the littoral countries surrounding the Indian Ocean, by all the African countries and by all the Asian countries—may be, there are one or two exceptions. Even countries like Australia and New Zealand are in favour of keeping the Indian Ocean as an area of peace.

SHRI C. K. CHANDRAPPAN (Tellicherry) : Mr. Speaker, Sir, by sending this aircraft carrier, 'Kitty Hawk', to the Indian Ocean at a time when the entire peace-loving countries, all the littoral countries and all those who want peace in the world, are opposed to this kind of U.S. efforts of escalation of war or tension in this area, is yet another example of the total disregard of the U.S. imperialist administration to world public opinion. Mr. Jyotirmoy Bosu has explained what this Kitty Hawk is, how dangerous it is and all that.

I would like to draw attention to another fact that this is not the only one ship which is being sent here. I was just going through a report where it is said that there are already two task-forces with two aircraft carriers—with 140 to 160 aircraft over them—and five destroyers and some oil carriers already in the Indian Ocean; there are two destroyers and an amphibian ship in bahrein, in the Persian Gulf; there is another set of two destroyers and a command ship in the island of Diego Garcia. And to this big naval build-up is being added this Kitty Hawk, another aircraft carrier with highly sophisticated electronic devices, missile launches, 80 to 90 aircraft and nearly 5,000 armed men.

This should be viewed in the context of global strategy which is now being worked out by the United States in collusion with Peking and South Africa. It is one of the dirty political games that we are witnessing in this period The gentleman whom Shri Jyotirmay Bosu just now quoted, M.. Seymour Weiss, Director of the US State Department's Bureau of Politico-Military Affairs, in his testimony, has stated that Pakistan, Iran, Singapore and even the People's Republic of China had publicly 'applauded' the US decision to build a base in Diego Garcia. This is the position.

When this happens, when such a serious thing happens, we agree that the Government of India have protested against it and they have taken a position which can be appreciated. But I do not understand another thing which is happening in the name of the Government of India.

We have an Ambassador in the United States, Mr Kaul who is eulogizing all the time how friendly is the United States and how helpful they are in various spheres Whereas the United States has got an ambassador, a hawk, in India, Mr Moynihan, who is going round the country and propagating the dirty politics of the US imperialist aggressors in this country and selling their aggressive policies everywhere But our Ambassador is singing and chanting the glory of the United States I do not understand why this is happening I would like to know from the hon Minister whether the Government will do something about these Ambassadors who are going to the United States who sometimes become more loyal than the king

Then, there is another propaganda which is going on This propaganda is being conducted by the Western Press, the United States and the imperialist forces and they are planting this propaganda as far as possible in the Indian press also I would like the Minister to deny this propaganda here on the floor of this House They say that USA is sending all these naval aircraft carriers and other things and building up a naval strength in the Indian Ocean because they think that the Soviet Union is doing that In the Indian Press in the recent period there were news about it One news said that India had offered port facilities to the Soviet Union in Visakhapatnam and other places I know the Government had denied it Then there was another news that when Soviet Union had mounted its build-up of naval forces in the Indian Ocean, the Government of India kept quiet and the same Government of India is very angry over the United States These are propaganda by the western press This is also denied by the Government.

Lastly, they said that there is an attempt by Soviet Union to use the Indian Ocean for nuclear tests which was also denied by the Government of India. But I would like to know whether this propaganda has not got a motive to suggest that the Americans are coming to the Indian Ocean with the innocent purpose of balancing the military forces in this region because they fear that the Soviet Union is present here in a big way Even the NATO powers say that Soviet presence in the Indian Ocean is not a very big thing They say that after the 1971 Bangla Desh war the Soviets have not increased their naval forces in the Indian Ocean and they also say that they do not have any big naval battle ships in this region

Now, I would like the Minister to tell the House what exactly the Government will do apart from protesting over it It is of course part of the methods that we protest, the entire country, the peace-loving forces, unitedly protest against this aggressive act of the United States But apart from that , what I want to know is, whether the Government would take a position to denounce this thing, whether you would make it clear that you don't expect US to do justice to the peace loving people, which they have not done in any part of the world in their history We should understand that this is really the character of imperialism It is inherent and so long as imperialism is there they will try to commit aggression they tried to impose war on the peace loving people we have seen it in Vietnam , we have seen it at the time of the Bangladesh liberation and we have seen this everywhere Many interesting things are happening around our country All these years we thought that we have the sea front of our country quite safe Now we are getting alarmed at the news which comes relating to the Bay of Bengal where trawlers are sent in the name of fishing set up with electronic gadgets and devices to spy over the Soviet ships who are clearing the harbour of mines and certain destructions caused by Pakistan during the days of the Bangladesh liberation war The net result is, the Indian Ocean as I have told you has been made a spring-board of war. today by the imperialist powers What is our relation going to be with the Commonwealth The United States in 1966 when Labour party

[Shri C. K. Chandrappan]

was in power, first approached Britain about the Diego Garcia base. Now that the Labour Prime Minister Mr. Wilson has again come to power the United States spokesman has said that they have no expectation that Labour will make any change in their attitude. I want to know whether our Government has taken up this question of Diego Garcia with the new Government of Britain, requesting them to change or to reverse this policy of imposing war and tension on this region. If they say they will not, then the Government should be bold enough to tell this House that we will say: To Hell with your Commonwealth What is the meaning of remaining in such a Commonwealth?

Lastly my three points are the following. What is the understanding of the Government in relation to the collusion of US and China regarding military naval build-up in the Indian Ocean? What is the attitude of the Government towards the Commonwealth? What is the Government going to do? Will they take it up with Wilson Government immediately? Lastly, will the Government come out now denouncing the United States for this kind of aggressive action, because this should be considered as a matter of aggression?

SHRI SWARAN SINGH: The broad approach of the hon. Member, if some of his strong expressions could be eliminated, —tallies broadly with the Government of India's approach. He has voiced quite understandably strong reactions against the establishment of the Diego Garcia base and also of the continued USA's naval presence in the Indian ocean. We broadly agree with that. He was, I think, unnecessarily hard on our Ambassador; ambassadors in any country are expected to strengthen relations between the country to which they are accredited and the country which they represent. That is the normal function of all ambassadors in whatever part of the world they may be functioning. And if Mr. Kaul, in accordance with the Government of India's policy tried to project India's attitude on several matters, which might bring about some greater understanding between India and the USA, we should not decry that.

We should not decry at all an Ambassador acting under instructions from his Government. Mr. Moynihan's name was mentioned again. I did make a statement with regard to the statements which were attributed in press to Mr. Moynihan, I think, in Madras

I would like to say this much that the statements attributed to him may be the presentation of the U.S. Government's viewpoint But, we totally reject the validity of the arguments contained in those statements. Our opposition to the establishment of the Diego Garcia base is strong and we continue to adhere to that policy

I now come to the four specific points about which the hon Member had asked me to give Government of India's reaction. Apart from our continuing to express our opposition to the establishment of the base and the induction of the U.S. Naval Forces into the Indian Ocean, we also intend to activate the *Ad Hoc* Committee and the working Group in the U.N. which is already functioning. In order to ensure that the Indian Ocean remains an area of peace, as per the General Assembly Resolution, the working Group becomes more active and mobilises international opinion and opposes the establishment of this base and the continued presence of the U S Naval Force in the Indian Ocean, we also propose...

SHRI JYOTIRMOY BOSU: By that time, everything will be completed in Diego Garcia.

SHRI SWARAN SINGH: The work on the base is already more or less complete. They are now only enlarging it. Diego Garcia is not the solitary black spot. There are others also and our opposition is directed against all bases, old or new because we are totally opposed to the establishment of bases in the Indian Ocean We will also continue to mobilise opinion

amongst littoral countries and also in the group of non-aligned countries I think that the continued agitation of this matter in the international forum is not likely to be ignored. Already there are voices in the U.S. which are opposed to the establishment of this base by the U.S.

The second point about which the hon. Member mentioned is with regard to our association with the commonwealth. I would like to say that the overwhelming majority in the Commonwealth family of nations is also opposed to the establishment of the Diego Garcia base. In fact, the Commonwealth is a forum at which the African leaders, the Asian leaders and the Caribbeans can get together and mount the requisite pressure which they can exercise in any international forum against the British Government whether it relates to the British attitude with regard to the supplies of military equipments to South Africa or to the establishment of a base like Diego Garcia. We should not lightly ignore the importance of this forum. There, the African, the Asian and the Caribbeans leaders can raise their joint voice and oppose such activities by the U.K. It was in the Commonwealth forum that Australia and New Zealand also altered the policies of the earlier Governments and lent their support to the general attitude in the Commonwealth Conference of condemning the South African policies on Apartheid and also the general desire of the Asian, African and Carribean Members of the Commonwealth to ensure that the Indian ocean remains an area of peace and tranquillity.

Then the third question asked is about our assessment of U.S.—China collusion in the establishment of Diego Garcia. He has said that in a statement which has been made by the U.S. spokesman it is mentioned that China was specifically consulted. I would suggest that we should wait for Chinese reaction to this because China had said that they are in favour of keeping the Indian Ocean as an area of peace and tranquility. So, it is for the Chinese first to react to this. It is for China to clarify their position as to whether the statement made by the U S. spokesman in this respect is correct or not.

SHRI INDRAJIT GUPTA: If the Chinese keep quiet then what should we conclude?

SHRI SWARAN SINGH: Silence sometimes means acceptance of the position.

Lastly, we have already expressed our very strong opposition to this policy of the U S government and I do not see whether using a strong adjective will necessarily help

SHRI SAMAR MUKHERJEE: I want to know whether it is a fact that China supported the U S Resolution.

SHRI SWARAN SINGH. I have already said on the Floor of the House that China had lent its support in favour of the Indian Ocean being kept an area of peace and tranquility. Therefore, the U S allegation that Diego Garcia has been established after consulting China is a matter which I cannot comment upon. China has to comment or if anyone else has the information he has to comment.

SHRI BIRENDER SINGH RAO (Mahendragarh) Sir, we are all deeply concerned and share the deep anxiety of the Government to keep the Indian ocean as an ocean of peace He has rightly said it that if there is presence of one big Power in the Indian ocean it is bound to attract the Navies of other big Powers. I take the Minister on his word that he has been making all the efforts to keep the Indian Ocean as a zone of peace but the fact remains that in spite of the Government effort the main threat today to the security of the country comes from the Indian ocean side which has during the ages in the past been absolutely free from any danger. The question arises as to what extent the efforts of the Government have been successful and to what extent the impression that the Government of India is partial and biased towards certain powers is correct Diego Garcia has been made much of I want to know whether it is not a fact that U.S and U.K. entered

[Shri Birender Singh Rao]

into a pact about using Diego Garcia as a base sometime in the sixties.

The first time it was in 1966. India has been a very important member of the Commonwealth. It is stated that most of the other littoral countries in the Commonwealth are also deeply concerned about the increasing naval presence of the US in the Indian Ocean.

I would like to know what specific effort as a member of the Commonwealth was made by the Government of India to persuade the UK not to enter into a fresh pact with the US, not to extend facilities for its navy and air force on that island, and also to what extent other countries, supported India's stand. Was the matter ever discussed in any conference of the Commonwealth countries during the past so many years? The British Government through its Foreign Secretary charged India with keeping silence and with connivance on the presence of one big power in the Indian Ocean I would like to know whether the Government of India has taken the pains to convince UK and also other non-aligned countries about the baselessness and falsity of this charge. I have not seen any statement from the Government of India giving us particulars in detail about the hollowness of this charge. I would also like to know what is the Government of India's reaction to the USSR's attitude to the increasing naval presence in the Indian Ocean of one big power or the other big power. Has it come to the notice of the External Affairs Minister that *Pravda*, which is supposed to be the official organ of the USSR Government, wrote that the Indian Ocean is free for any nation to use

If the USSR holds this view, what has been the Government of India's effort in trying to convince her that this sort of attitude is likely to endanger the security of this continent and of the other countries around it. The Indian Ocean is a very large area extending from Australia to Iran.

12.42 hrs.

[MR. DEPUTY SPEAKER *in the Chair.*]

I would like to know whether it is not a fact that almost all the littoral countries in the Indian Ocean have given facilities for port or for mooring or for bunkering to one big power or the other. Is it not a fact that even in places where the US or UK has her bases, the USSR also has esablished her bases nearly? I would give the name of Seychelles and Mauritius where there are UK bases, but the USSR also has deep water mooringbuoys there Similarly, near Diego Garcia and Madagascar, the USSR has also mooring facilities in the ocean When one big power has a base in one place, the other big power also establishes its presence The USSR has a base war Madagascar; it has a base in Bihara in Somalia where SAM missiles are also reported to have been installed It has also bases in Secotra Hodeida, Aden, Mukala and several other places in the Red Sea and Persian Gulf areas Even Iraq has provided facilities to the USSR. Similarly Iran has provided facilities to the US Certain other countries have given facilities o the UK

When all these countries have provided facilities to all the big powers one big power or the other big power where is the question of the littoral countries being together in the fight for maintaining the Indian Ocean as a zone of peace? I would like to know whether Chittagong still has the base of the USSR Navy

If it is true, may I know whether the Government of India, being in alliance with the Bangladesh Government, has ever tried to persuade the Bangladesh Government or the USSR Government to remove its neval presence from Bangladesh so that, as said by the Minister himself, other big powers are also not attracted ?

MR. DEPUTY SPEAKER : I think we are going beyond the scope.

SHRI BIRENDER SINGH RAO : All these are very important points, Sir.

MR. DEPUTY SPEAKER : I know. I am only pointing out that we are going far out of the scope. We are now discussing the Indian Ocean as a zone of peace rather than the despatch of the nuclear-powered aircraft carrier 'Kitty Hawk' of the United States to the Indian Ocean.

SHRI BIRENDER SINGH RAO : Diego Garcia is mentioned by the Minister; other countries have been mentioned. He has stated that the presence of one big power is also bound to attract other big powers.

MR. DEPUTY SPEAKER : If it is a nuclear fleet of Russia coming in because the nuclear fleet of America is there, I can understand, but we are now discussing the entire question of the Indian Ocean.

SHRI BIRENDER SINGH RAO : All these are connected.

MR. DEPUTY SPEAKER : Please conclude.

SHRI BIRENDER SINGH RAO : There are reports that there are a large number of trawlers belonging to the United States under the garb of oceanography, with all facilities of communication for collecting information. Similarly, it has been reported that the USSR also has maintained a fleet of 18 to 20 ships in the Indian Ocean for the last nine years. What did the Government of India do to see that this activity by one big power did not attract activities from other big powers also ?

MR. DEPUTY SPEAKER : All right You have put the question.

SHRI BIRENDER SINGH RAO : It is a fact that the Government of India so far has failed in its efforts to maintain the Indian Ocean as a zone of peace. We would like to have a clarification from the Minister as to what extent his efforts have been successful or whether they have not been successful at all and the Government has failed entirely in this matter.

SHRI SWARAN SINGH : I would like to say that this rather wide-ranging involvement of all manner of countries does not appear to be based on facts, and we should always make a distinction between the provision of facilities to naval units or naval craft of any country by various ports and the provision of bases. For instance, India provides the normal bunkering facilities even purchase of food, provisions, etc., to all the friendly countries' naval vessels whether it is the United States or Britain or France or the USSR. So, the provision of these normal facilities in peacetime is not regarded as something objectionable. But from what the hon. Member has stated in a rather exaggerated manner, it appears he has infected by certain propoganda which has been persistently carried on in the wastern press . . .

SHRI BIRENDER SINGH RAO : I do not belong to any party and you cannot say that I am speaking for China or the USSR or the United Kingdom, or that I have been influenced by somebody's propaganda. Have I not got my own brain?

SHRI SWARAN SINGH : The brain does not carry always all the information.

SHRI BIRENDER SINGH RAO: This Minister is making fun of everything. (*Interruptions*).

SHRI SWARAN SINGH: Information is what is supplied by others.

SHRI JYOTIRMOY BOSU: Was he not in the Congress in Haryana ?

SHRI SWARAN SINGH: He is a friend of mine. He is more close to me than he is to you.

I would like to say that the provision of a base is a serious matter which cannot remain undetected. The hon. Member has mentioned a number of countries in this respect; for example, he said that the USSR has a base in Madagascar, Mauritius, Socotra, Somalia and in Iraq; that is not borne out by facts at all.

[Shri Swaran Singh]

None of these countries has ever accepted this allegation; all of them have denied these allegations... (*Interruptions*) I would like you to correct the record; you have said that there were bases in all those countries.

SHRI BIRENDER SINGH RAO: I said: deep water moorings close to those countries, in the Ocean, wherever other countries had got bases.

SHRI SWARAN SINGH: I do not want to enter into that controversy. It is my duty because the names of several friendly countries have been mentioned and I am anxious that the names of those friendly countries should not be brought in unless there is clear evidence. I should like to say categorically that the statement that the USSR has bases in the countries which the hon Member has mentioned namely, Madagascar, Mauritius ...

SHRI BIRENDER SINGH RAO: I have explained it so many times; yet he does not understand.

MR. DEPUTY-SPEAKER: The hon. Minister has made it clear that he has no information that those countries have given bases.

SHRI SWARAN SINGH: He has also mentioned the name of a friendly country, close to us, Bangla Desh and said that the naval forces of the USSR were present there I think Shri Jyotirmoy Bosu said that there were some US trawlers in Cox Bazaar and some other areas...(*Interruptions*) As the House is no doubt aware Chittagong and Cox Bazaar ports had been mined by the Pakistani Navy at the time of the conflict.

SHRI JYOTIRMOY BOSU: He has misunderstood me. There were ten vessels operating near Cox Bazar and Chittangong; they belong to the United States of America and they operate under the garb of fishing they have antenna and radars fitted to them and they were caught while spying and intercepting messages. But he is mentioning Chittagong and Cox Bazar and this and that.

SHRI SWARAN SINGH: I am replying to Mr. Rao and not to Shri Jyotirmoy Bosu. What he said was that the USSR Navy was present there. Facts are that from certain portions of Chittagong and Cox Bazar the USSR had been asked to help Bangla Desh in removing the mines There were some minesweepers which had been deployed there to remove the mines You cannot call this action as USSR naval force presence in the sense we are discussing it. When we mention about friendly countries we should be extra-careful not to create such an impression even by the slightest implication.

SHRI S M BANERJEE (Kanpur) It should be expunged.

SHRI SWARAN SINGH It is enough if it stands corrected.

About ourselves, I should like to say that our position is clear We oppose the establishment of any base by any country other than the country concerned, whatever may be the country. This opposition is total because we believe that this introduces an element of tension.

Secondly, I would like to say that the allegation in this respect that India is trying to favour one country against another is totally unfounded. In fact, the hon Member must have noticed the Government's reaction to the statement, to which he made a reference—the statement made by Sir Alec Douglas Home. To say the least, that statement was completely unfounded. However, he is no longer the Secretary of State I would like to say that the statement that we were keeping quiet when other navies were establishing their presence in the Indian Ocean is incorrect. Our stand has been clear and consistent. We are opposed to the presence of any foreign naval force or the establishment of any bases in this region. Having said all that, we would strongly favour a discussion not only amongst the littoral

countries concerned, but, in this discussion we would like to involve the big naval powers also so that some agreement could be arrived at and there could be mutual restraint.

It is true that according to the well-known principle of freedom of high seas, some naval vessels will be present on the high seas. But, the establishment of bases, the induction of naval units or the establishment of more or less permanent bases, are the things that create tension in the area They generate competitive rivalry They create problems for the littoral countries and this is opposed to the concept of Indian Ocean being maintained as an area of peace and tranquility. In this regard, I Presume there is opposition in our Parliament to the establishment of bases or to the presence of Big Power navies in the Indian Ocean region This rivalry will create more problems for the littoral States and they will be increasingly under various types of pressures from these foreign bases.

SHRI BIRENDER SINGH RAO What about the efforts made in the Commonwealth? What is the Government's reaction to the comment of 'PRAVDA'?

SHRI SWARAN SINGH. Sir, about the efforts in the Commonwealth, the question was to why we did not oppose the expansion of facilities Of course, the expansion of facilities was never discussed They announced that they have decided to expand There was no opportunity in the Commonwealth, therefore, to discuss this matter. But, our opposition even to the establishment of the so-called communication base was clearly conveyed to Britain. Any expansion of facilities at the existing bases or the establishment of new bases would lead to the aggrabation of tension, and hence our opposition to any expansion is clearly there. About the comment of 'PRAVDA', I have not studied it. But, I have stated our general policy very clearly.

12.58 hrs.

RE: MOTION FOR ADJOURNMENT

MR. DEPUTY-SPEAKER: We will now take up Matter under Rule 377.

SHRI JYOTIRMOY BOSU (Diamond Harbour). Sir, I have given an adjournment motion regarding the release of the Gujarat students. (*Interruptions*)

MR DEPUTY-SPEAKER. Order please.

SHRI JYOTIRMOY BOSU. Government is creating dis-order outside, There is no order here

श्री मधु लिमये (बांका): मेरा व्यवस्था का प्रश्न है

MR DEPUTY-SPEAKER Mr Madhu Limaye is on a point of order Let me hear him

श्री मधु लिमये: आप नम्बर 2 और 3 को देखें। दो खत्म हुआ और तीन शुरू होने वाला है। हम लोगों के द्वारा जो नोटिस दिए गए हैं उनका क्या होगा? उसके बारे में कोई जानकारी आप दे सकेंगे? कल दो सौ लड़कों को गिरफ्तार किया गया है। उनके साथ अच्छा सलूक नहीं हो रहा है। उनको सी क्लास में रखा गया है। इसके ऊपर बयान आना चाहिये, हम को जानकारी मिलनी चाहिए

SHRI JYOTIRMOY BOSU: I have given an adjournment motion Two hundred students have been jailed (*Interruptions*)

MR. DEPUTY-SPEAKER. I have heard your point.

SHRI JYOTIRMOY BOSU: I have given an adjournment motion on the release of these boys who have been jailed (*Interruptions*)

SHRI JYOTIRMOY BOSU : They have been given 'C' Class in the jail. They should be immediately given 'B' Division. (*Interruptions*)

13 hrs.

MR. DEPUTY-SPEAKER : I am attending to the point of order of Shri Madhu Limaye. As far as I understand, Shri Madhu Limaye says that there is a point of order between items 2 and 3.

श्री मधु लिमये : मेरा पाइट आफ आर्डर बिजिनेस के बारे में है। हमारे नोटिसिज को एडमिट किया जाये ।

MR. DEPUTY-SPEAKER : That is not a point of order.

श्री मधु लिमये : आप मेरी पूरी बात सुन लीजिए और फिर अपना निर्णय दीजिए। आप मेरी बात नही समझते हैं। मैं नियम के अनुसार बोल रहा हू।

SHRI JYOTIRMOY BOSU : Sir, I have given notice of an adjournment motion . . .

MR. DEPUTY-SPEAKER : Order, order. I am on the point of order of Shri Madhu Limaye. .....(*Interruptions*)

श्री मधु लिमये : आपने मेरी पूरी बात सुनी ही नही है और निर्णय देने लगे है।

SHRI JYOTIRMOY BOSU : Kindly hear me.

MR. DEPUTY-SPEAKER : You hear me first. Then I shall hear you.

SHRI JYOTIRMOY BOSU : Kindly sit down. I want to submit . . .

MR. DEPUTY-SPEAKER : You cannot change the order, that you will command from there and the Chair will sit. It is an aspersion.

SHRI JYOTIRMOY BOSU : Sir, if you take it in that light . . . (*Interruptions*)

MR. DEPUTY-SPEAKER : Nothing that Shri Bosu says will go on record.

It is not proper to pass an order to the hair to sit down.

SHRI JYOTIRMOY BOSU : * * *

MR. DEPUTY-SPEAKER : Order, order. I am attending to the point of order of Shri Madhu Limaye.

श्री मधु लिमये : उपाध्यक्ष महोदय, आप पहले मेरी पूरी बात तो सुन ले ।

MR. DEPUTY-SPEAKER : If I have understood you—if not, please tell me—you have tried to raise a point of order. You said that before we take up item No. 3, we have to consider certain notices you have given under rule 377.

श्री मधु लिमये : रूल 377 के अन्तर्गत नोटिस इन दोनो आइटम्ज के बीच मे आते है ।

MR DEPUTY-SPEAKER . Wnatever notices were given to the Speaker, he has duly considered them. He has admitted some them which I have to take up now. Those which have not been admitted, they are not here . . . (*Interruptions*) I have not finished. As these are not before me, they are not admitted. I take it that way. That is all

श्री मधु लिमये : क्या गूजरात के लडको की गिरफ्तारी का नोटिस एडमिट हुआ है ? राजधानी मे लोगो को गिरफ्तार किया जाता है और उनको "सी" क्लास दिया जाता है, लेकिन न नोटिस एडमिट किया जाता है और न सरकार की तरफ से कोई बयान आता है ।

MR. DEPUTY-SPEAKER : I am coming to that. If you mention about Gujarat. I was told that this matter was raised yesterday.....(*Interruptions*) Let me finish, Shri Bosu . . . (*Interruptions*)

Nothing that. Shri Bosu says will go on record.

***Not recorded, as ordered by the Chair.

SHRI JYOTIRMOY BOSU : * * *

MR. DEPUTY-SPEAKER : I had to do this because he was interfering . . . (*Interruptions*)

श्री मधु लिमये : उपाध्यक्ष महोदय, यह ठीक नहीं है । आप किसी भी सदस्य पर इस तरह रोक नहीं लगा सकते हैं । यह बहुत ही अनुचित है । एक सदस्य जो कहेगा, क्या वह रिकार्ड पर नहीं आयेगा ।

MR. DEPUTY-SPEAKER : Nothing that Shri Bosu says will be on record.

SHRI JYOTIRMOY BOSU : * * *

MR. DEPUTY-SPEAKER : Because you are not going by the rules, I am saying that whatever you say will not go on record.

Mr. Limaye, you mentioned about Gujarat students. Yesterday, when there was a discussion on Gujarat, this matter was raised. The question of arrest of Gujarat students was mentioned during the discussion and the Minister replied to that and he said that he would look into the whole question.

श्री मधु लिमये : उनको कैसे मालूम हो गया ? उन लड़कों को रात को पकड़ा है और उनको "सी" क्लास दिया है ।

MR. DEPUTY-SPEAKER : Therefore, under the rules, this matter cannot be raised again.

श्री मधु लिमये : क्या आर्डर पेपर पर उनके स्टेटमेंट के बारे में कोई आइटम है ? क्या इसमें कहीं है कि "होम मिनिस्टर टु मेक ए स्टेटमेन्ट आन दि एरेस्ट आफ गुजरात स्टूडेंट्स" ? कहां है उनका स्टेटमेन्ट ?

MR. DEPUTY-SPEAKER : He said that he would look into it.

I understand that some hon. Members have sent some motions on this. This is the point. Some of them have sent adjournment motions; others might have sent motions under other rules.

About adjournment motion, the question simply does not arise because the rule is very clear here. Rule 58 says :

> "(v) the motion shall not revive discussion on a matter which has been discussed in the same session;"

This matter was discussed yesterday...

SHRI H. M. PATEL (Dhandhuka) : Not discussed.

MR. DEPUTY-SPEAKER : It was discussed.

श्री मधु लिमये : एरेस्ट्स कल हुई और उनको "सी" क्लास रात को दिया गया ।

MR. DEPUTY-SPEAKER : This is what I am told that the arrest of Gujarat students was mentioned yesterday. Of course, I was not here yesterday. If you say that it was not mentioned. I will have to check the records. I understand that it was mentioned yesterday and, therefore, it was discussed.

SHRI H. M PATEL : No; it was not discussed.

MR. DEPUTY-SPEAKER : Mr. Patel, I will hear you later.

This is a very technical point. It was mentioned during the discussion and, therefore, it was discussed. If you say that it was not discussed, that there was only a mention of it, I will hear you since you are all so excited. But I would make a request to you all that you kindly be cooperative. Be brief. Don't go too far out of the line I will hear you before I give my final ruling about it.

श्री मधु लिमये : उपाध्यक्ष महोदय क्या कल इस बात पर कोई रोशनी डाली गई कि इन लड़कों

* * * Not recorded, as ordered by the Chair.

[श्री मधु लिमये]

को जेल में कौन सी क्लास दी गई है, उन पर कौन सा आरोप है और क्या सरकार उनको छोड़ने जा रही है या नहीं ? आज मैंने डिप्टी कमिश्नर से बात की । उन्होंने मुझ से पूछा कि आपकी क्या राय है । मैंने कहा कि उनको छोड़ दीजिए । सरकार को इस बारे में जानकारी देनी चाहिए । कल इस बारे में भी कोई रोशनी नहीं डाली गई कि गुजरात एसेम्बली के स्पीकर के पास 29 इस्तीफे पड़े हुए हैं और यहां पर अध्यक्ष के द्वारा क्लिंग हो गया कि. .

MR. DEPUTY-SPEAKER : That is a different question. You are going out of the way.

श्री मधु लिमये . मैं आउट आफ दि वे नहीं जा रहा हूं । मैंने यह सवाल उठाया था । गुजरात एसेम्बली के स्पीकर ने 29 इस्तीफा को रोक रखा है । उस पर कोई प्रकाश नहीं डाला गया है । लड़का के द्वारा जो मांगें की गई हैं कि भ्रष्टाचार के आरोपों की जांच हो, जो लोग हताहत हो गये हैं, उनको मुआवजा दिया जाये और गोलीकाण्ड की जांच की जावे, क्या उनके बारे में भी हमको सरकार के रुख का पता चलेगा । इन बातों की सफाई नहीं हुई । केवल विधान सभा के विसर्जन के बारे में बात कही । विधान सभा 'प्रेसीडेंट के आर्डर से भी विसर्जित हो सकती है और मैं आपको चेतावनी देना चाहता हूं कि जनता के आर्डर से भी विसर्जित हो सकती है, विघटित हो सकती है और वही गुजरात में आज हो रहा है ।

SHRI H. M. PATEL : Mr. Deputy-Speaker, Sir, the question of arrest was mentioned yesterday as a fact, that this has taken place, what information has the Minister got and whether it was done under his orders. And he said that it was not done under his orders; he himself knew nothing about it; and he would make enquiries. In a matter of this importance where a number of students are arrested, the time that is necessary for making enquiries should not be days but only hours and a statement should have been made in this House today, having regard to the serious implications of this arrest. Already the Nav Nirman Samiti, of which the students were members, have announced that Ahmedabad would be closed today. Is this not a matter of sufficient importance for a statement to have been made ? What difficulty existed in making enquiries ?

SHRI P. G. MAVALANKAR (Ahmedabad) . Yesterday in my speech I had said in so many words that the Government of India were deliberately keeping this House in ignorance about various facts The latest example of that was this arrest of students. The Minister was not able, he was not even ready, to tell us where the students were arrested under what provocation they were arrested, why they were arrested, under what rules, what will happen to them, how long they will be kept in jail, what is the treatment given to them etc The Minister only said that he would make a statement. But there has been no statement today. As a reaction to that the larger part of Nav Nirman Samiti in Ahmedabad have already made a call for one day "Ahmedabad Bandh" The whole city is closed, with 10,000 policemen guarding the whole city, trying to provoke the students and the general public I want the Government to come out with a statement so that we can ask questions

श्री अटल बिहारी वाजपेयी (ग्वालियर) उपाध्यक्ष जी, यह ठीक है कि कल गृह मंत्री महोदय ने इस बात का उल्लेख किया था कि विद्यार्थियों की गिरफ्तारी दिल्ली में हुई है । लेकिन इस विषय पर चर्चा नहीं हुई । प्रश्न यह है कि जो आन्दोलन अभी तक गुजरात तक सीमित था वह धीरे धीरे राजधानी में भी पहुंच गया है । विद्यार्थियों को गिरफ्तारी से समस्या हल नहीं होगी । मुझे लगता है कि सरकार ने उन्हें जेल में डी क्लास देकर समस्त गुजरात के नौजवानों को आन्दोलित कर दिया, उन्हें अपमानित कर दिया है । वे कोई अपराधी नहीं हैं । वे एक राजनैतिक मांग को लेकर राजधानी में आए हैं, शान्तिपूर्ण सत्याग्रह कर रहे हैं जिस पर सरकार हमेशा बल देती रही है । लेकिन अगर सत्याग्रह करने वाले जेल में डी क्लास में रखे जायेंगे तो यह आन्दोलन केवल गुजरात के विद्यार्थियों तक ही सीमित नहीं रहेगा । इसमें दिल्ली के नागरिक

भी शामिल हो सकते हैं । मेरी मांग है कि अब विधान सभा को भंग करने में आप देरी मत कीजिए । समस्या पेचीदा हो रही है, इसको प्रतिष्ठा का प्रश्न मत बनाइए ।

श्री एस० एम० बनर्जी (कानपुर): उपाध्यक्ष महोदय, कल जब गुजरात के बारे में बहस हो रही थी तो हम लोगों को मालूम हुआ अखबार के नुमाइन्दों से कि तकरीबन दो सौ लड़के बोट क्लब पर गिरफ्तार किए गए हैं । उनको पार्लियामेंट मार्ग आने की इजाजत नहीं दी गई जबकि वे एक मेमोरेंडम स्पीकर साहब को देना चाहते थे और एक प्रधान मंत्री जी को देना चाहते थे । जब यह चीज यहां कही गई तो उमाशंकर दीक्षित जी ने कहा कि मुझे इसके बारे में कुछ मालूम नहीं । मैंने कोई आदेश इस तरह का नहीं दिया है । उन्होंने कहा कि यह 144 की अवहेलना में 188 धारा में गिरफ्तार किए गए हैं । मैं समझता हूं कि उधर से भी कोई एतराज नहीं किया गया, उधर से भी किसी भाई ने एतराज नहीं किया कि उनको छोड़ना नहीं चाहिए । हम लोग चाहते थे कि उन नौजवानों को छोड़ दिया जाये लेकिन नाराजगी की जो अपील मंत्री महोदय ने की थी

. . . . .

MR DEPUTY-SPEAKER : What do you want ?

SHRI S. M. BANERJEE : I am an old man. I take time. . .

MR. DEPUTY-SPEAKER . You are old ?

SHRI S. M. BANERJEE : I think I am older than you, Sir.

MR. DEPUTY-SPEAKER . Members are very tricky people. They are old when they want to be old and they are young when they want to be young.

SHRI JYOTIRMOY BOSU . You were also a Member once.

MR. DEPUTY-SPEAKER : I am still Member.

श्री एस० एम० बनर्जी: उपाध्यक्ष महोदय दिमाग जवान है । मैं यह कहना चाहता हूं कि जैसे उनको सी क्लास देने की बात है, उनको राजनैतिक बन्दी नहीं माना गया यह ठीक नहीं है ।

MR. DEPUTY-SPEAKER : That point has already been made.

SHRI S. M. BANERJEE : They should be treated as political prisoners. Moreover, they should be released immediately. As very rightly stated by Shri Atal Bihari Vajpayee, the students, not of Delhi alone, but all over India will take it as a challenge and the trouble there in Gujarat will spread to all the States including Uttar Pradesh which is the Prime Minister's State.

SHRI JYOTIRMOY BOSU : There are so far 1500 youth who have come from Gujarat's capital. They are undergoing severe hardship Today 200 more would be coming from Gujarat. I had been to the places where they are living I had been to the Tihar Jail. I had seen and had talked to them Sir it is a disgrace that these youth, these kids—I would say—have not been given even the status of a political prisoner and they have been treated very shabbily They have been given Category C

Yesterday Shri Dikshit has given a clear and categorical assurance on the floor of the House that he is going to look into the matter What sort of look is this ? He has already taken more than 20 hours We were expecting a release order this morning. But what has happened ?

I will request you to kindly direct the Government to tell us clearly and outright here on the floor of the House whether they are going to release these people today and whether they till such time they are released they are going to be given the status of political prisoner. That is what I want to say

Thank you very much

SHRI PILOO MODY (Godhra) : I would like to know from you :

that if it is necessary for a Member to ask for the unconditional release of these young boys that have been imprisoned,

[Shri Piloo Modi]

which is the forum where the demand can be made? It was anticipated this morning that the Minister would make a statement as to why these boys were arrested, in what manner they were arrested and the crime they had committed and if so, how they were to be charged. I find that the Minister is totally oblivious of having given this assurance yesterday . . . (*Interruptions*) He has not even appeared in this House . . .

SHRI P. G. MAVALANKAR: He treats us lightly.

SHRI PILOO MODY: Therefore, I think it is you in the Chair who should have demanded immediately after the finish of the call attention, 'Mr. Uma Shankar Dikshit, come and fulfil the assurance you had given yesterday'. He had not done so. Therefore, it is only legitimate that those of us who are exercised about this should protest here, because what is the other forum where we can protest? Therefore, I demand the unconditional release of these 210 students who have been taken.

Secondly, as you have already heard, they have been treated like ordinary criminals. I think that every single Member of this House should have at least enough decency to realise that you cannot treat political agitators as criminals. This is a tradition which has been a tradition in our country since Mahatma Gandhi's days and the British meted out treatment to these people on a certain basis and we cannot expect less from this Government. Therefore, there should be an immediate reversal of this and a redressal of this and an apology tendered to these students who have been treated shabbily.

MR. DEPUTY-SPEAKER: Well . . .

SHRI S. M. BANERJEE: You direct the Minister, Sir.

MR. DEPUTY-SPEAKER: Will you please allow me?

SHRI DINEN BHATTACHARYA (Serampore): You give the direction, Sir.

MR. DEPUTY-SPEAKER: I am regulating. That is my job.

If hon. Members do not try to muzzle out the Chair, I think this whole thing could have been discussed in a very sweet and reasonable way. But if a Member raises something and I hear him and other members get up and try to shout and try to bully the Chair, then it becomes very difficult. That is how the whole thing happens. I was not here yesterday. If it is correct, as Mr. Piloo Mody has said just now, that the Home Minister has given some kind of assurance, it is a matter of record. I have put the whole thing categorically. I say, if it is correct, it is a matter of record. Then of course it is right and proper that Members should expect a statement from the Minister if really he had said so. But if he has not said that, if he has not given that assurance.

SHRI MADHU LIMAYE. Please read the proceedings.

SHRI VIKRAM MAHAJAN (Kangra): I want to make a submission. Why don't you see the record and then give decision?

MR. DEPUTY-SPEAKER: I cannot say off hand; I have to see the record. If he has not given such assurance the question does not arise. It is perfectly legitimate if he is busy with some other work and so he could not be present here. I shall read the proceedings. As for other matters and submission of Members about giving a better treatment to students and about releasing them, etc. the hon. Minister of Parliamentary Affairs is here, he has heard the views of hon. Members and he would convey them to the Minister concerned. So, let us finish with that matter.

Now, before we go to matters under Rule 377, I request Mr. Ganesh to present the Supplementary Demands for Grants (General).

Mr. K. R. Ganesh.

13.22 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1973-74

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH) : Sir, I beg to present a statement showing Supplementary Demands for Grants in respect of the Budget (General) for 1973-74.

SHRI S. M. BANERJEE (Kanpur) : I wanted to object to that. (*Interruptions*)

MR. DEPUTY-SPEAKER : Order please. He has already presented. Now we move on to matters under Rule 377. Shri Dinen Bhattacharyya.

13.23 hours

MATTERS UNDER RULE 377

REPORTED DEMONSTRATION BY WOMEN BEFORE WEST BENGAL GOVERNOR'S RESIDENCE DEMANDING REDUCTION IN PRICE AND DISTRIBUTION OF FOODGRAINS ETC. THROUGH FAIR PRICE SHOPS

SHRI DINEN BHATTACHARYYA (Serampore) : Sir, through you, under Rule 377, I wish to draw the attention of the House and of the Government to a matter of urgent public importance. From yesterday several thousands of women demonstrators were squatting before West Bengal Palace at Calcutta. They are demonstrating before the Raj Bhavan demanding reduction in the price of foodgrains and other essential commodities and distribution of foodgrains through fair-price shops at reasonable rates and against the failure of the Government to take action in this regard. In this connection I may say that the modified rationing system according to which rice and wheat are given in the villages has completely collapsed. I would request the Minister sitting here to at least convey the situation that I am describing here regarding the food and other things in Calcutta and West Bengal to the concerned Minister. They are demonstrating before the Raj Bhavan. Thousands of women have come from villages in West Bengal. What is the reaction of the Government ? That must be made known to us today so that the situation might be brought under control. Otherwise I am afraid, something else may happen there. So, I request them to make a statement today about the situation which I have just now mentioned.

(ii) FAILURE OF RAINS AND INADEQUATE SUPPLY OF FOODGRAINS IN CERTAIN DISTRICTS OF MADHYA PRADESH

श्री रघु बहादुर सिंह (सिधी) उपाध्यक्ष जी, पिछले वर्षाकालीन सत्र में मैंने तीन बार यह प्रयत्न किया था कि इस सदन के सामने यह प्रश्न लाऊं कि जिस क्षेत्र से मैं आता हूं, वहां पर वर्षा का अभाव था । तीनों बार मुझे यह सूचना दी गई कि वर्षा के अभाव की कोई भी खबर यहां पर नहीं पहुंची थी । उपाध्यक्ष जी, उसी क्षेत्र में जाड़ों की भी वर्षा नहीं हुई और अब उत्तर प्रदेश की सरकार ने रिहन्द डैम से बिजली का देना इसलिये बन्द कर दिया है कि वहां पर पानी की कमी है और यह पानी रिहन्द डैम में नहीं आया करता है कि जिस क्षेत्र की मैं चर्चा कर रहा हूं, उस क्षेत्र में वर्षा होती है । अब यह साबित हो गया है कि उस क्षेत्र में वर्षा नहीं हुई है ।

इसी सन्दर्भ में, उपाध्यक्ष जी, मैं आपके माध्यम से सरकार से यह कहना चाहता हूं कि जिस क्षेत्र में लगातार पिछले 10 महीनों से वर्षा का अभाव है वहां पर विशेष रूप से खाद्य सामग्री की व्यवस्था का प्रबन्ध हो । अभी तक वहां पर जो प्रबन्ध है वह पर्याप्त नहीं है और मैं चाहता हूं चूंकि वर्षा का अभाव अब उस क्षेत्र में बहुत विस्तृत हो गया है, विशेष रूप से इसलिये कि जाड़ों की वर्षा भी नहीं हुई है, पाले के प्रकोप से वहां पर जो थोड़ी बहुत फसल थी वह भी नष्ट प्राय हो गई है, मैं निवेदन करना चाहूंगा कि आप सरकार को इस बात के लिये मजबूर करें कि वह इस वस्तु-परिस्थिति के बारे में हम लोगों को जानकारी दे और साथ ही ऐसे क्षेत्र में जहां पर खाने का अभाव है, वहां से कम्पलसरी लैवी न ली जायें—ऐसी सिफारिश भी की जाय, प्रादेशिक सरकार से । धन्यवाद ।

13.35 hours

RAILWAY BUDGET, 1974-75 GENERAL DISCUSSION—*Contd.*

MR. DEPUTY-SPEAKER : Now we resume discussion on the Railway Budget.

SHRI S. M. BANERJEE : (Kanpur) : Before that, I would like to make a submission. We are discussing the Railway Budget. Shri Qureshi is here. You might have read today's papers that all the passenger trains and goods trains have been subjected to long delays because of the work-to-rule agitation by the Guards.

I would request the Hon. Minister for Railways to make a statement on this and assure this House because he is making a sort of negotiation with the representatives as to what he proposes to do for ending this agitation.

THE MINISTER OF PARLIAMETNTARY AFFAIRS (SHRI K RAGHU RAMAIAH) : May I make a submission before the debate is resumed? Out of the time allotted for discussion, only three hours and twenty minutes remain. I had a word with the leaders of the Opposition and there is a consensus that the Railway Minister may be allowed to reply tomorrow and that the whole of today's time upto six may be given to Members as there are large number of them who want to speak.

SHRI DINEN BHATTACHARYYA (Serampore) : Is there anything happening in Bihar? Where is Shri Mishra?

SHRI K. RAGHU RAMAIAH : He is very much here.

MR. DEPUTY-SPEAKER : I think the House is happy to have a little extension Now, let Shri Jagannath Mishra continue his speech.

श्री जगन्नाथ मिश्र (मधुबनी) : उपाध्यक्ष महोदय मैं उस दिन कह रहा था कि हिन्दुस्तान में रेलवे का प्रथम प्रचलन अंग्रेजों के शासनकाल में हुआ किन्तु उनका ऐसा करने का मकसद वह नहीं था जो आज हमारी सरकार का है । उन्हें सिर्फ अपनी प्रशासनिक सुविधा से मतलब था, उन्हें व्यवसाय बढ़ाने से ताल्लुक था, इसीलिये इसका पूर्ण विकास नहीं हो सका । किन्तु आजादी मिलने पर स्वतन्त्र भारत की सरकार ने आर्थिक विकास में रेलों के सहायक होने की इस भूमिका को समझा, फलतः 1951 में जहां माल की ढुलाई 1 3 करोड़ टन थी, 1973 में वह 20 करोड़ टन तक पहुंच गई । इसी तरह यात्री यातायात भी दुगना हो गया । ऐसे ही समय में श्री मिश्र जी का रेल मंत्री की हैसियत से आना हुआ, उन्होंने इन सारी चीजों पर बड़ी गम्भीरता से विचार किया और वे सर्वप्रथम और प्रमुख परिवर्तन रेलों के विकास में यह लाये की नई रेलवे लाइनों के निर्माण में जो पुराना नियम था, उसको उन्होंने अव्यावहारिक करार दिया और उसके स्थान पर एक नया नियम चालू किया--पुराना नियम था कि पिछड़े क्षेत्रों में भी नई रेलवे लाइनें तभी बन सकती है जब कि वे आर्थिक दृष्टिकोण से घाटापूर्ण न हों । मिश्र जी ने ऐलान किया कि विकास के नाम पर अविकसित क्षेत्रों में घाटा बरदाश्त करके भी नई रेलवे लाइनों का निर्माण किया जा सकता है । इस बार भी बजट सदन में पेश करते हुए उन्होंने पूर्व में जैसा ऐलान किया था उसे केवल ऐलान करके नहीं छोड़ दिया बल्कि इस दिशा में कारगर प्रथम कदम भी उठाया है । इसका भी जब मैं देखता हूं तो मुझे कहना पड़ता है कि ऐसा लगता है कि मंत्री महोदय में निर्णयात्मक शक्ति है और साथ ही लोक हित की तरफ उनकी सजग दृष्टि है ।

सर्व प्रथम उन्होंने जो कहा है उसकी मैं संक्षेप में चर्चा करना चाहता हूं । देश में और खास कर हमारे यहां कोसी से 1936 में लाइन ध्वस्त हो गई थी । आज तक उसका जीर्णोद्धार नहीं हुआ और न ही उसकी चर्चा की गई । श्री मिश्र ने इतनी कृपा की है कि देश में जो आवश्यक रेलवे लाइनें हैं, जो ध्वस्त हो गई थी, उनके पुनर्निर्माण का उन्होंने श्रीगणेश किया है । इनमें छितौनी बगहा लाइन है, सरायगढ़ प्रतापगंज लाइन है फारबीसगंज गोहाला पानीपत लाइन है । ये जो पुरानी रेलवे लाइनें थी इनके जीर्णोद्धार के काम

को हाथ में लिया गया है । इसके अलावा छोटी लाइनों में से कुछ को जहां आवश्यक समझा गया है बड़ी लाइनों में परिवर्तित करने का उन्होंने निर्णय लिया है । उनमें कुछ ये हैं :

न्यू बोंगाई गाव-गोहाटी खण्ड गुटर मचैरला लाइन, समस्तीपुर से दरभंगा ।

इसके साथ ही जैसे मैं पहले चर्चा कर चुका हूं उसकी पुष्टि से मैं कहना चाहता हूं कि नई रेलवे लाइनों के निर्माण के सम्बन्ध में भी उन्होंने अब तक जो निर्णय किया है उनमें से कुछ एक ये हैं

अमेनगर से कुमारघाट, रोहतक से भिवानी, झझारपुर से लोदही, मकरी से हसनपुर, जाखापुरा से बालपानी ।

इस तरह से उन्होंने देश के एक छोर से दूसरे छोर तक नई रेलवे लाइनों का विस्तार करने का प्रयास किया है । इससे स्पष्ट हो जाता है कि उन्हें रेलों का लाभकारी बनाने की रेलों की सुविधा लोगों को देने की कितनी चिन्ता है । लेखा करते हुए उन्होंने क्षेत्रीयता का भी ध्यान नहीं किया है और जो भी निर्णय किए हैं और जो कुछ भी देने का विचार किया है सारे देश में प्रापोर्शनेट ढंग से देने का विचार किया है और इसके लिए वे अवश्यमेव ही धन्यवाद के पात्र हैं ।

प्रतिपक्ष के माननीय सदस्यों ने श्रमिकों और प्रबन्धकों के सम्बन्धों की चर्चा उठाई है । मैं कहना चाहता हूं कि यह विषय भी मन्त्री महोदय के लिए कोई नया नहीं है । श्रमिकों से उनका सम्बन्ध बहुत पुराना है । वह श्रम मन्त्री भी रह चुके हैं और उस समय उन्होंने श्रमिकों के साथ जैसे सम्बन्ध स्थापित करने की बात सोची थी। रेल मन्त्री की हैसियत से उसे उन्होंने कार्यरूप देने की कोशिश की है, उनका साहचर्य लेने की कोशिश की है । इसके लिए उनको एक अच्छा अवसर मिला है । वह हमेशा कहते हैं कि श्रमिकों के कुछ हक होते हैं और वे अपनी मांगें भी रख सकते हैं लेकिन वे असहयोग करने पर उतर न आएं, स्ट्राइक न करें और उन चीजों का सहारा न लें जिनसे समाज को कष्ट पहुंचे । स्ट्राइक आदि का सहारा तभी लिया जा सकता है जब समझौते के सभी मार्ग अवरुद्ध हो जाएं । श्रमिकों के प्रति उनके हृदय में कितनी सहानुभूति है, कितना स्नेह है, कितना उनका भला वह चाहते हैं यह इसी से पता चल जाता है कि यही प्रथम मंत्री हैं जिन्होंने मई दिवस पर श्रमिकों के नाम पर अपना यह उद्घोष किया था :

> "हम लोग जो सरकार में हैं इस बात के प्रति भली प्रकार जागरूक हैं कि हमें इस दिशा में सायास आगे बढ़ना है ताकि मजदूर वर्ग आर्थिक पुनर्निर्माण के क्षेत्र में पूर्ण भागीदार के रूप में आगे आ सके । इसके साथ ही मैं इस बात पर भी जोर देना चाहूंगा कि हमारा मजदूर वर्ग समस्त समाज के प्रति अपने उत्तरदायित्व का निर्वाह करे और विभिन्न क्षेत्रों में काम कर रही प्रतिक्रियावादी शक्तियों के प्रयासों को बेकार करके रखे ।"

श्रीमन्, अभी तक हमारे देश में रेलवे सर्विस कमिशन केवल दो तीन स्थानों में ही थीं जैसे कलकत्ता, बम्बई, मद्रास इलाहाबाद । इससे गरीब वर्ग के लोग वहां जाकर इन्टरव्यू देने और नौकरी पाने के अवसरों से वंचित रह जाता था यह उनके लिए सुविधाजनक नहीं था । मन्त्री महोदय ने इस चीज को देखा और निर्णय किया है कि हर एक स्टेट में एक एक कमीशन की स्थापना की जाए । इसी पृष्ठभूमि में गत वर्ष दो अक्तूबर को इन्होंने मुजफ्फरपुर में रेलवे सर्विस कमिशन की स्थापना की जिससे लोगों के मन में आशा और आकांक्षा की भावनाएं जाग्रत हुईं ।

अनुसूचित और अनसूचित जनजातियों के लिए भी उनके हृदय में जो सहानुभूति है वह अकथनीय है । उनका यह विश्वास है कि अब तक उन्हें नौकरी के उचित अवसर नहीं दिये जाते रहे हैं और वे नौकरियों से वंचित रहे हैं । इन्होंने नियमों में संशोधन किया है और कहा है कि जो काम में अच्छे हैं, सुयोग्य हैं उनको उचित अवसर मिलने चाहियें । उन्होंने ऐलान किया है कि

[श्री अवधनाथ सिंह]

साधारण इन्टरव्यू के बाद उन लोगों को नौकरी देने के अवसर दिए जाए ।

ये कुछ ऐसे प्रयास हैं जो बहुत ही महत्वपूर्ण हैं । लेकिन साथ-साथ मैं यह भी कहना चाहता हूं कि यह एक तथ्य है कि रेलें समय पर नहीं चलती हैं । इसके जहां अनेकों कारण हो सकते हैं वहां एक कारण यह भी है जान करके मैं जहां से आता हूं बाणी एन० ई० रेलवे, पूर्वोत्तर रेलवे और जिसकी चर्चा मैं पहले भी कर चुका हूं और अब भी करना चाहता हूं कि आबादी को आप आधार मानते हैं और उस यार्ड स्टिक के मुताबिक दस लाख की आबादी पर 162 किलो-मीटर रेलवे होनी चाहिये । और इस आधार पर जहां 4,800 किलोमीटर लाइन चाहिये वहां वह 2,500 किलोमीटर है । दूसरा प्वाईन्ट यह है कि पूर्वोत्तर रेलवे लाइन की जो गाड़ियां होती है उनमें छ से आठ कोचिज होती हैं जबकि अन्य गाडियों में 10-10 और 15-15 कोचिज होती हैं । यह स्वाभाविक है कि पैसेंजर्स का लोड इससे ज्यादा रहेगा और भीड़ बढ़ेगी अनियमितता बढ़ती जाएगी। वहां जो सुविधायें है उनको देने पर आपको ध्यान करना चाहिये और गाडियों का समय पर चलाने का प्रयास करना चाहिये । जो अनियमिततायें है उन पर आपको नियन्त्रण करना चाहिये ।

मैं अब कुछ सुझाव आपको देना चाहता हूं । बड़े-बड़े प्लेटफार्मों पर भिन्न भिन्न प्रकार के सामानों की बिक्री की आपने व्यवस्था की है लेकिन दवाइयों की दुकान की कोई व्यवस्था नहीं की है । यदि आप यह सुविधा भी वहां प्रदान कर दें तो यात्रियों को बड़ी सुविधा होगी ।

प्लेटफार्म टिकट की दर आपने बढ़ाई है जो अव्यावहारिक और अलाभप्रद मुझे मालूम पड़ती है । एक स्टेशन से दूसरे स्टेशन तक का भाड़ा भी पचास पैसे नहीं होता । लोग आमानी से दूसरे स्टेशन की टिकट खरीद लेंगे और गाड़ी के चले जाने पर आकर टिकट वापिस कर देंगे । या फिर वे प्लेटफार्म टिकट नहीं खरीदेंगे । इस तरह से रेलों को घाटा होगा । इस वास्ते मैं इसको अव्यावहारिक मानता हूं ।

गत वर्ष बैरौनी डिवीजी चीफ सुपरिटेंडेंट का दफ्तर पटना लाया गया था । अब सुनने में आया है कि इसे वहां से हटा कर अन्यत्र ले जाने की चर्चा चल रही है । ऐसी बात नहीं होनी चाहिये मैं चाहता हूं कि मंत्री महोदय इस पर गौर करें ।

बिहार में छ जोन की गाड़ियां चलती हैं । लेकिन बिहार में एक भी जोनल आफिस नहीं है । इसलिए एक जोनल आफिस की वहां स्थापना पर मैं आशा करता हूं कि मंत्री महोदय सहानुभूतिपूर्वक विचार करेंगे ।

मैं एक आवश्यक बात यह कहना चाहता हूं कि फरक्का में रेलवे लाइन के बन जाने से स्टीमर सेवा बन्द हो गई है और वहां काम कर रहे करीब 500 कर्मचारी तीन बरस से बेकार पड़े हुए है । मेरा सुझाव है कि मुंगेर में सरकारी स्टीमर सेवा का चालू करके उन लोगों का उसमें लगाया जाये । अगर पटना में माल सेवा चालू की जाये तो इससे विशेष आय प्राप्त की जा सकती है ।

आसाम मेल में जो समस्तीपुर-दिल्ली कोच लगता है उसमें कोई कण्डक्टर न होने की वजह से यात्रियों की जानमाल बहुत आरक्षित रहती है । मंत्री महोदय को इस बारे में उचित पग उठाना चाहिए ।

जो डीलक्स गाड़ी पटना होकर जाती है मोकामा में उस के रुकने की बात बहुत समय से चल रही है । अभी तक वह गाड़ी वहां नहीं रुकती है । मंत्री महोदय से अनुरोध है कि वह इस बारे में विचार करें ।

राजेन्द्र पुल के नजदीक गंगा में स्नान करने के लिए समय-समय पर लाखों यात्री एकत्र होते हैं । इसलिए वहां एक स्टेशन बनाया जाना चाहिये, जहां सभी गाडियां रुकें । भिन्न-भिन्न संस्थाओं की ओर से मंत्री महोदय के समक्ष इस बारे में मांग रखी गई है, और इस सदन में भी यह मांग की गई है । आशा है कि मंत्री महोदय इस बारे में कृपा करेंगे ।

सिन्दरी शहर एक व्यावसायिक स्थान है । वहां रेलवे स्टेशन है, लेकिन वह एक फुल-फ्लेज्ड

रेलवे स्टेशन हो, मंत्री महोदय इस पर विचार करने की कृपा करें ।

दीप में हाल्ट की बात आज से नहीं, बल्कि बरसों से हो रही है । लेकिन वहां हाल्ट नहीं बनाया गया है । मंत्री महोदय से करबद्ध प्रार्थना है कि वह वहां हाल्ट बनाने की व्यवस्था करें ।

मंत्री महोदय से मेरा आग्रह है कि मुजफ्फरपुर-रक्सोल वाया मोतिहारी की छोटी लाइन को बड़ी लाइन में परिवर्तित किया जाये ।

आप हिमाचल प्रदेश की स्थिति से परिचित हैं । वहां के प्राकृतिक सौन्दर्य का क्या कहना है । अपने देश और बाहर के लोग वहां जाने के लिए उत्सुक होते हैं, लेकिन वहां उचित रेल सुविधा नहीं है । इसलिए मेरा आग्रह है कि नगल और नलवाडा के बीच एक नई रेलवे लाइन बनाई जाये ।

मैं आप और मंत्री महोदय दोनों को धन्यवाद देता हूं ।

श्री अटल बिहारी वाजपेयी (ग्वालियर) उपाध्यक्ष महोदय, इस बात से इन्कार नहीं किया जा सकता है कि हमारी रेलें गम्भीर आर्थिक संकट में डूबी हैं । इस संकट के अनेक कारण हैं । लेकिन सब से बड़ा कारण यह है कि रेल मंत्रालय और योजना आयोग में जैसा ताल-मेल होना चाहिये, वैसा ताल-मेल नहीं है । योजना आयोग रेलों को ऐसी क्षमता निर्मित करने के लिए प्रेरित करता है, जिसका उपयोग नहीं होता है । ओवर-कैपिटलाइजेशन और अन्डरयूटिलाईजेशन आफ कैपेसिटी, इन दो व्याधियों से रेलों की वित्तीय व्यवस्था ग्रस्त है । इस दिशा में कुछ प्रयत्न अवश्य हुए हैं, लेकिन भविष्य के बारे में इस बात का सही आकलन किया जाना चाहिये कि रेलें कितना माल और कितने यात्री ढोयेंगी, और योजना आयोग तथा रेल मंत्रालय के बीच पूरा ताल-मेल होना चाहिए ।

कभी-कभी मैं सोचता हूं कि हमारी रेलें किसके लिए चलती हैं । क्या रेल मंत्री महोदय के लिए जो किसी भी स्टेशन पर जब चाहें उतर सकते हैं ? या रेल अफसरों के लिए, जो सैकड़ों सैलून रख सकते हैं ? या राजधानी और वातानुकूलित ट्रेनों में यात्रा करने वालों के लिए ? मेरा निवेदन है कि रेलों के लिए अगर कोई बहुत महत्वपूर्ण व्यक्ति है, तो वह तीसरे दर्जे का यात्री है । लेकिन आज कोई उसकी सुनने वाला नहीं है । अगर रेल मंत्री सचमुच में रेल व्यवस्था में कोई बुनियादी परिवर्तन करना चाहते हैं, तो वह परिवर्तन एक ही हो सकता है कि रेलों में दो दर्जे रहें—एक तो दिन में यात्रा करने वालों का, जो बैठ कर यात्रा करें और एक रात को यात्रा करने वालों का, जो सोकर यात्रा करें ।

आज जितने टिकट जारी किये जाते हैं, अगर उसके अनुसार रेलों में स्थान देना शुरू कर दिया जाये तो रेलों का घाटा भी बढ़ेगा, और जो लोग दब-पिस कर भेड़ों की तरह भर कर अपने गन्तव्य पर पहुंच जाते हैं, उनकी कठिनाई भी बढ़ेगी । लेकिन कभी हम किसी महत्वपूर्ण गाड़ी के तीसरे दर्जे के डिब्बे का दृश्य देखें । संसद-सदस्य होने के नाते मैं प्रथम श्रेणी में चलने का अधिकारी हूं, लेकिन बगल से बैठ कर रागटें खड़े हो जाते हैं ।

अभी कुछ दिन पूर्व होली से एक दिन पहले मैं बरेली जा रहा था । लोग छतों पर बैठ कर यात्रा कर रहे थे और पहले दर्जे के कारीडार में घुसे हुए थे । क्या होली के त्यौहार के अवसर पर यात्रियों के लिए, विशेषकर तीसरे दर्जे के यात्रियों के लिए, कोई विशेष व्यवस्था नहीं की जा सकती है ? क्या पर्वों और त्यौहारों के लिए कुछ अलग से प्रबन्ध नहीं हो सकता है ? क्षमा करें, स्थिति वह आने वाली है कि जब तीसरे दर्जे के यात्री पहले दर्जे के लोगों को शान्ति से बैठने नहीं देंगे । हमने लोगों की अपेक्षाएं इतनी जगाई हैं, और समाजवाद का मन्त्र इतना दोहराया है, अब जिन्हें जगह नहीं मिलती है, वे प्रथम श्रेणी के यात्रियों को देख कर कहते हैं कि यह कैसा समाजवाद है कि हम पायदान पर लटक कर जा रहे हैं और ये आराम से पहले दर्जे में बैठे हैं । मेरा निवेदन है कि मंत्री महोदय इस सवाल पर बुनियादी ढंग से सोचने का प्रयत्न करें ।

[श्री अटल बिहारी वाजपेयी]

क्या यह सम्भव नहीं है कि रात में यात्रा करने वाले सब यात्रियों को हम सोने की जगह दे सकें ? क्या यह सम्भव नहीं है कि दिन में यात्रा करने वालों को हम बैठने की जगह दे सकें ? क्या यह सम्भव नहीं है कि जितने टिकट जारी किये जाते हैं, उतनी जगह हम दें, या जितनी जगह हो, हम उतने टिकट जारी करें ? मंत्री महोदय अनुमान लगायें कि इससे कितना घाटा होगा । मुझे ताज्जुब नहीं होगा कि रेल यात्रियों में यह आन्दोलन चल पड़े कि हमें टिकट मिला है, तो हमें जगह भी मिलनी चाहिए, हम भेड़ों की तरह भर कर नहीं जायेंगे । अगर ऐसा आन्दोलन आरम्भ हो गया, तो रेल मंत्री इसका क्या उत्तर देंगे ?

रेल यात्रा के तीन हिस्से हैं । पहला इन्तजारी का है ।

श्री मुहम्मद जमीलुरहमान (किशनगंज) बड़ा मजा है इन्तजारी में ।

श्री अटल बिहारी वाजपेयी जब मजा खत्म हो जाता है, तब जंग बेमजा हो जाता है । गाड़ी नहीं आ रही है और यात्री इन्तजार कर रहे हैं । जब गाड़ी के आने की सूचना होती है तो दूसरा दौर शुरू हो जाता है और वह है बेकरारी का । इन्तजारी के बाद बेकरारी । लेकिन जब गाड़ी आ जाती है, तो फौजदारी शुरू हो जाती है ।

रेल मंत्री इतना तक इन्तजाम नहीं कर सके हैं कि यात्रियों को यह पता चल सके कि रेल में कण्डक्टर कहां मिलेगा, उसके बैठने की जगह तय नहीं है । उसका एक स्थान निश्चित होना चाहिए । स्टेशन पर आते ही डिब्बे में से बिजली का एक सिग्नल निकल सकता है, जो यात्रियों को बताए कि कण्डक्टर वहां मिलेगा । क्या यह करना कोई बड़ी बात है ? लेकिन अभी तक इस पर ध्यान नहीं दिया गया है । लोग जगह को ढूंढने के लिए भागते हैं । कभी-कभी कण्डक्टर गाढ़ी की निद्रा में निमग्न पाए जाते हैं । उन्हें जगाना एक कठिन समस्या होती है । यह छोटी सी बात यात्रियों की सुविधा को बढ़ा सकती है । लेकिन अभी तक इसका विचार नहीं किया गया है ।

कभी-कभी मुझे ताज्जुब होता है कि क्या रेल मंत्रालय सचमुच में यात्रियों को सुविधा देने के बारे में गम्भीर है । सुविधा केवल धनराशि की बढ़ती हुई संख्या से नहीं नापी जा सकती है । ऐसा भी हो सकता है कि धन अधिक खर्च हो लेकिन यात्रियों को सुविधा कम पहुंचे । इसके लिए सारे ढांचे को प्रेरित करना आवश्यक है । यह खेद का विषय है कि रेल मंत्री अभी तक यह नहीं कर सके हैं । अभी मुझसे पूर्व जो वक्ता बोल रहे थे उन्होंने कहा कि रेल मंत्री महोदय ने उद्घोष किया था प्रथम मई के पावन पर्व पर कि मजदूर प्रबन्ध में पूर्ण सहभागी होंगे । यह पूर्ण सहभागी होना क्या रेलवे बोर्ड में रेल मजदूरों का प्रतिनिधित्व देने तक जायगा ? क्या रेल मजदूरों को रेलवे बोर्ड में प्रतिनिधित्व नहीं दिया जा सकता ? क्या रेल मजदूर रेलों के संचालन में सक्रिय योगदान देने के योग्य नहीं हैं ? क्या हम सबसे बड़े सार्वजनिक सस्थान में यह प्रयोग करके नहीं देख सकते ? आज तो रेल मजदूर और रेलवे बोर्ड के बीच में एक खाई है । वह खाई पट नहीं रही है । वह खाई बढ़ रही है । इस खाई को पाटना आवश्यक है ।

इस बात की भी प्रशंसा की गई कि रेलवे रेविन्यू कमीशन बहुत जगह कायम कर दिए गए । मेरा यह कहना है कि यह पर्याप्त नहीं है । असली समस्या यह है कि कमीशन जिन लोगों का चयन कर लेता है उन्हें नौकरी मिलने से पूर्व ही कमीशन उसी पद के लिए नये उम्मीदवारों को बुला लेता है । ऐसे कई मामले मेरे सामने आए हैं और मैंने रेल मंत्री को लिखा है । एक उम्मीदवार चुन लिया गया लेकिन उसे जगह नहीं दी गई और जिस पद के लिए उसे चुना था उसके लिए कमीशन ने दोबारा विज्ञापन कर दिया । नये उम्मीदवार बुला लिये और पुराने उम्मीदवार बट्टे खाते में डाल दिए गए । जो पहले चुन लिया गया था वह रह गया । मैं समझता हूं कि यह उनके साथ बड़ा अन्याय है । केवल कमीशन अलग-अलग स्थान पर नियुक्त कर देना यह कोई समस्या का हल नहीं है । इससे आने जाने में सुविधा मिल सकती है, कुछ कमीशन के मेम्बरों की नियुक्ति

मिल सकती है । लेकिन इससे बुनियादी समस्या हल नहीं होगी ।

एक बात मैं और कहना चाहता हूं । मेरी उम्र 48 साल हो गई । लेकिन दिल्ली से झांसी होकर बम्बई जाने वाली गाडियों में कोई वृद्धि नहीं हुई है । क्या बम्बई के लिए सारी गाडियां पश्चिम होकर ही जायंगी ? क्या रतलाम और बडौदा की लाइन ही रेल मन्त्रालय ने देखी है । केवल दो ही गाडियां है जो दिल्ली से झांसी होकर बम्बई जाती है । उनमें भीड का कोई हिसाब नहीं है । चढना मुश्किल है । अगर चढ गए तो उतरना मुश्किल है । मैं समझता हूं कि इस दृष्टि से भी इस पर विचार करना चाहिए ।

पुरानी ग्वालियर राज्य में एक छोटी लाइन चलती थी नैरो गेज । वह अभी भी ग्वालियर से शिवपुरी तक जाती है । उसका भविष्य क्या है

(व्यवधान) अन्धकारमय है तो फिर तो उसके लिए लडना पडेगा । आप उस बडी लाइन में बदल सकते है । उसे गुना तक जोड सकते है । बीना से गुना तक आप बडी लाइन ले गए है इसको भी जोड सकते है । मेरी कृपा केवल बिहार पर ही न्यौछावर नहीं होनी चाहिये । मैं कोई आरोप नहीं लगा रहा हूं । मैं अपने पिछडे क्षेत्र की वकालत कर रहा हूं । अगर कृपा का पूरा सागर बिहार में ही न्यौछावर होने वाला है तो उसकी बूंदें हमारे मध्य प्रदेश में भी पडनी चाहिए विशेषकर ग्वालियर वाले क्षेत्र में ।

मैं फिर ताज वाला मामला उठाना चाहता हूं । सेन्ट्रल रेलवे के साथ हमारी रेलवे कन्वेंशन कमेटी की बैठक हुई थी । उसमें जनरल मैनेजर ने मान लिया था कि झांसी तक उसे बढाया जायगा । आज वह साढे दस बजे आगरे पहुंच जाती है । वहां इंजन पडा रहता है, डिब्बे पडे रहते हैं । शाम को वहां से चलती है । रानी झांसी के रूप में उस ताज को आगरा से झांसी तक ले जाकर शाम तक वापस लाया जा सकता है ।

SHRI RAJA KULKARNI (Bombay—North-East): Mr. Deputy-Speaker, Sir, the hon Railway Minister in his speech has put the burden for the unsatisfactory performance of the railways during 1973-74 on some factors which include lack of discipline and deterioration in industrial relations I agree with him that discipline is on the decline Though he has dealt with the concept of industrial relations, he has not come to any satisfactory conclusion in his speech as to whether the deteriorating industrial relations is the cause of the present bad performance or whether it is the result of it According to me, the present state of affairs in labour relations is not the cause of the present bad performance but it is the result of the bad performance of the administration

At a time when not only workmen but even officers are organised and are resorting to agitations, before the Railway Minister reorients the whole industrial relations I wish he starts having a look right from the top of the administrative structure With the present structure of the Railway Board, with many of the top officers entertaining out dated notions on dealing with the people under him, there is no hope for us Whatever may be the method of electing a union with a broad base and strong support, if the management remains with obsolescent ideas in dealing with human relations, it is idle to expect any improvement in the situation This is a significant omission in the speech of the Railway Minister when he was dealing with labour relations

Another significant fact which needs reconsideration, on the industrial relations front is his personal opinion that he would like to introduce secret ballot for the purpose of electing a strong recognised union I do not know from where he got this idea There are so many Ministries under which there are many public undertakings But no Minister has come out with such a proposal Therefore, it is very surprising that he should come out with a specific proposal about the method of electing a recognised union by secret ballot This is a point which is being discussed at various levels Labour Ministry is yet to bring forward its new Industrial Relations

[Shri Raja Kulkarni]

Bill. Instead of falling in line with the established norms of electing recognised unions, the Railway Minister has come out with his personal opinion, which is a very dangerous thing. This departure which he has made might be extended to other sectors and while he is trying to solve one problem, he is inviting more troubles on the industrial relations front by the suggestion which he has made about secret ballot. I wish he takes the advice of the Labour Ministry instead of acting immediately on this suggestion.

Coming to the other aspects of the bad performance of the Railway Administration, I want to deal with the suburban traffic in Bombay. This is a point to which I must draw his urgent attention and specially of the railway administration.

14 hrs.

There are two railway terminus, the Western Railway and the Central Railway. The Bombay revenues from these Railways is the highest so far as the suburban traffic earnings are concerned. The hon. Minister has said that every year, the Bombay suburban traffic increases at least by 6 per cent per passenger km. If that is the rate of growth of suburban traffic in Bombay, I do not know what kind of urgent effective measures have been taken by the railway administration to remove over-crowding in suburban trains. No effective measures have been taken in this regard.

In fact, there is an allegation by all cross-sections of the citizens of Bombay that the railway administration has been unresponsive and even hostile to any suggestions made by various associations, by various experts, non-official and others, I am told that the Railway Convention Committee, recently, in a report submitted in 1973, has recommended a scheme known as the 'Rapid Rail Transit System' for the Western Railway section for Bombay suburbs. We do not know why the railway administration has rejected the scheme specially when the Metropolitan Railway Project Transport authorities have strongly recommended it.

It has got all-India significance also. It is in the interest of everybody, the commuters, lakhs and lakhs of people, who everyday travel by suburban trains. It is in the interest of the railway administration also. It might not be in the interest of some top officers of the Railways. We would like to know what are their objections for accepting the proposal of the "Rapid Rail Transit Sytem". I would appeal to the hon. Minister to consider sympathetically this scheme which is without any additional capital cost and without changing the existing technical *modus operandi* of the railway system. It has been submitted after a long survey and also a study by experts. This scheme will give relief to the Bombay commuters to save their time by about 30 per cent. Then, overcrowding will be reduced and more trains will be available. The time that is taken from Karjat-Kasara to Bombay V.T. will be cut by 30 per cent. This scheme has the full support of all the citizens of Bombay. We do not know why the railway administration has rejected it. This is an insult to the citizens of Bombay. The hon Railway Minister should take the citizens of Bombay into confidence with regard to the scheme submitted to the railway administration .

There are also other problems of the Bombay suburban traffic. The main problem is that we want more trains, fast trains and shuttle trains to be introduced. These problems of Bombay suburban people have been consistently neglected during the last so many years. During the last two year, the Central Railways have not added even one single additional train on the Central Railway suburban section, specially from Thana-Kalyan and Karjat-Kasara when there is an increase of more than 15 to 20 per cent in traffic. Recently, 15 associations of passengers met together and submitted their recommendations. They made very good recommendations. I would like that the Minister calls upon the Zonal Managers of the Central Railway to implement the recommendations

that have been made by this Conference of all the 15 passengers' Associations in January last. Recommendations should be implemented and relief should be given to the commuters. They have recommended that immediately shuttle services should be started. An old concept of the Railways is coming in the way, namely, there should be one terminus. Now the time has come when there should be more mid-terminuses, *i.e.*, at Dadar, Borivilly, Thana and Dombivilly—and more trains should be started, without local mid-terminuses I would like that the officers of the Railways give up their old concepts and come to the resuce of the Bompay commuters, otherwise, the Railways will always be the target of attack by the Bombay commuters and all blame would then be put on the commuters.

There is also another recommendation. Overcrowding on Sundays. During the last six or seven years, overcrowding has increased so much that there was no necessity for the Railways to cut down the number of locals on Sundays. For Sundays there is a separate time-table indicating reduced number of locals. There is no necessity for this. In fact, more trains are necessary. More industries have come up in the suburbs. Weekly holidays are staggerred and many factories work on Sundays. Therefore, there is overcrowding on Sundays also. This overcrowding is there in the all seven days of the week. I, therefore, demand that the seperate time-table reducing the number of trains for Sundays should be done away with, and the time-table which is there for six days of the week should hold valid for Sundays also. There should not be separate time-table for Sundays.

The Dombivilly Passengers' Association has submitted a representation. There was a Committee appointed by the predecessor of Shri L. N. Mishra—Shri T. A. Pai. I was a member of this Committee. That Committee submitted its report. We had given certain recommendation. They were unanimous recommendations. Some minor recommendations were implemented, but the major recommendations have not been impemented. I would request the hon. Minister to call for the report of that Committee and implement its major recommedations also. There is a need to start Dombivilly local.

MR. DEPUTY-SPEAKER : Please try to conclude.

SHRI RAJA KULKARNI : I will finish in two minutes. Railways occupy a very vital part in the life of the people of Bombay So far as industries are concerned, we have pointed out the shortage of wagons for movement of raw materials. Wages are not made available to a chemical cocern Chemco Supply Corporation, which is an export-oriented concern. It is exporting to Middle East countries . . .

MR. DEPUTY-SPEAKER : About this you can write to the Minister directly. This House should not be utilised for pleading the case of any individual concern or any individual person. This is not right .Please do not do that. You may write to the Minister directly about it.

SHRI RAJA KULKARNI : This is not a single instance. There are many companies having this problem. I want to draw the attention of the Minister to the fact that in Bombay here are a number of export-oriented industrial concerns whose raw materials are not reaching the factory point, because to bring the raw material from the interior no wagons are supplied. Export orders are being cancelled. There is no coordination between the other employing Ministries and the Railway Ministry. I have just cited one example ; it is a very glaring example.

Now, I will deal only one point and that is about the Railway employees themselves.

There are refugees in Bombay. The are railway employees. They are staying in the Kurla yard. They came in 1947. Now, all the refugees in the country have been given the occupancy transfer ownership rights wherever they stayed in the whole coun-

[Shri Raj Kulkarni]

try. But the 1000 railway employees have been serving in the railway for the last 25 years, either in the Western Railways or in the Central Railway. The have been demanding during the last three years that the land and barracks in the Railway yard at Kurla where they have been staying, should be transferred in their name as has been the policy with regard to rehablitation of refugees everywhere. Now, we do not know why the railway administration has been unresponsive to the general policy of rehabilitation of refugees.

With these words, I hope that all the problems of Bombay surburban traffic and the employees will be looked into.

SHRI SURENDRA MOHANTY (Kendrapara) : Whenever I have participated in a debate on the Railway Budget, invariably, I have dwelt upon the makebelieveness of its projections. Invariably, the expenditure are under-estimated and earning potentials are exaggerated, which gives a completely distorted picture of the railway finances.

The 1973-74 Budget was no exception to this general rule. In this Budget a surplus of Rs. 25 crores had been anticipated which had now been converted into a deficit of Rs. 128 crores—93 crores on revenue account and Rs. 35 crores on expenditure. The debt to the general revenue has risen to Rs. 208 crores in spite of the ancitipated Rs. 111 crores. Against this dismal background of the general stagnation of the economy and increasing staff indiscipline these aberrations could perhaps be explained away. But, that does not absolve the Railway Ministry from giving a wrong and distorted impression of the Railway finances. My first submission to the Railway Minister would, therefore, be that in future he should present a correct picture of the railway finances and not to dole out this kind of fictitious projections which ultimately prove to be unreal.

The primary weakness of the 1974-75 Budget is the hopelessly optimistic projection of the traffic growth. Shri Mishra expects an increase in the originating goods traffic at 25 million tonnes rising to a level of 270 million tonnes. But a close reading of the pre-Budget Economic Survey would certainly not justify the projected increase in the goods traffic of the order envisaged. Therefore, the House will be entitled to know wherefrom Shri Mishra draws this kind of optimism and how that optimism is going to be sustained and proved through actual experience. Similarly, there is going to be not let-up m Staff indiscipline. Only yesterday we have read that the Railway Guards have gone on strike...

SHRI RAMAVATAR SHASTRI (Patna): Not strike, work-to-rule.

SHRI SURENDRA MOHANTY .Work-to-rule and strike—the difference is very thin. It causes serious dislocation to the transport of essential traffic. On the expenditure side also the staff costs are bound to increase and exceed the Railway budgetary figures.

In this situation the Railway Budget, as presented to the House, is as unrealistic as it could be.

It would be no exaggaration to say that the Indian railway is the sickest man of Indian economy notwithstanding the opulence and affluence of the Railway Minister.

Since the time at disposal is very short, I would now dwell upon certain burning problems of Orissa in regard to the Railways.

Orissa fares very unfavourably in the matter of Railway communication compared with other States of the Union. The State has at present approximately 2000 km of railway lines which works out to about 13 K.m. for every 1000 sq. k.m. or as against the national average of 18.4 k.m. Similarly for every 1 lakh population there are only 8.6 k.m. of railways in Orissa whereas the all-India average is 11.39. As a matter of fact nothing has been done during all these

years to correct this imbalance as it has been done in other States Even now the State has no daily direct communication with many important areas inside the State and with Delhi There is no daily direct trains from Bhubaneswar to Rourkela and Bhubaneswar to Delhi In this context the proposal should be considered to run the Utkal Express daily from Puri to Delhi and shorten its running hours

In the matter of construction of new railway lines Orissa has been meted out a raw deal My thanks are due to the Railway Minister for taking up at long last the construction of Banspani Jakhpura railway But the State Govt had also insisted on the Barbil Koraval and Talcher Bimalagarh railway for the exploitation of the rich mineral deposits of the State The construction of the Cuttack Paradeep line which has since been completed will not be of much help in that transportation of iron ore from Daitari unless the line is extended from Jakhpura to Daitari I would request the Railway Minister to extend it from Jakhpura to Daitari

Though in the Railway Budget improvement to branch railway lines in other States have been undertaken the branch railway lines of Orissa have been most unceremoniously coldshouldered

There are two branch railway lines in the State Naupara-Gunapur (90 K M) and Rupsa Talbandha (114 K M) In 1959 the Government of India had set up a Committee to make a study of uneconomic branch lines and had suggested ways and means of improving the working of these lines so as to make them economically viable The State Govt had urged before the Committee to convert these lines to Broad lines and to extend Naupara-Gunapur line to Rayagada and Rupsa-Talbandha to Rairangpur Though the committee had recommended that the track and rolling stock on the Naupara Gunapur section should be rehabilitated so that trains could run at a maximum speed of 50 K M. per hour nothing has been done in the matter

As to its extension upto Rayagada, the Committee had suggested that the proposition might be examined by the Railways if the agency concerned with the development of the tribal areas was prepared to give necessary financial assistance I would urge upon the Railway Minister to explore this aspect of the matter and take steps for the extension of the line upto Rayagada which is predominantly a tribal area. With all the ostentatious sympathy of the Ruling Party for development of tribal areas I am sure the Railway Minister will not hesitate to examine the matter afresh for extension of this railway line upto Rayagada

Regarding Rupsa-Talbandha line the Committee had considered the potential traffic on this line and recommended the conversion of this branch line to broad gauge, Further more, it had recommended that the Bangiriposi-Talbandha section which has been closed should be reopened for traffic But to our utter regret we do not find any indication in this budget on the implementation of those recommendations

The DBK railway line connects Bailadila with Kotabalasa This Railway line passes through the important towns of Koraput District Though the line was commissioned long back it has not yet been opened to commercial goods and passenger traffic on the ground that the line has been constructed only for iron ore traffic from Kiraondol to Vijayanagaram This is a unique instance of a Railway line denying service to the local people and the industrialisation of the backward area of a State It may be recalled that Koraput is the biggest district in India and has immense industrial potential After much persuasion and offer of big incentives the State Government had been able to lure few large industries to this district But due to the non-cooperation of the DBK Railway all these projects have been abandoned I would, therefore, urge upon the Railway Minister to open the DBK Railway passenger and goods traffic which will ultimately accelerate the development of Koraput, one of the most backward areas of the State

[Shri Surendra Mohanty]

Shifting of the headquarter of South Eastern Railway from Calcutta to Orissa has almost been a hardy annual. It is indeed regrettable that under unwholesome pressure the Railway Ministry has not considered this proposal with an open mind. Be that as it may, the previous Railway Minister, Shri Hanumanthaiah had conceded the demand for opening an office of the Railway Service Commission in Bhubaneswar for facilitating recruitment of the people of Orissa to the Railways but to the uttar disappointment of the people of Orissa even though the Railway Minister, Shri Mishra, has opened such establishments in his own State, the case of Orissa has gone by default.

श्री रामसेवक प्रसाद सिंह (छपरा) उपाध्यक्ष महोदय, मैं इस साल के रेलवे बजट पर अपने विचार प्रकट करने से पहले रेल मंत्री को धन्यवाद देना चाहता हूं कि यद्यपि जब से उन्होंने रेलों का प्रशासन सम्भाला है, तब से देश के सामने, और खासतौर रेलवे के सामने, एक विकट परिस्थिति रही है, फिर भी उन्होंने इस प्रकार का बजट उपस्थित किया है जिस का स्वागत सभी क्षेत्रों में हुआ है । जब से रेल मंत्री महोदय ने रेल विभाग का प्रशासन अपने हाथ में लिया है तब से रेलों में कहीं हड़ताल कहीं कम काम करो आन्दोलन और कोई न कोई इस प्रकार की बाधा उपस्थित होती ही रही है । इतना ही नहीं, दुर्घटनाओं में भी अकस्मात् वृद्धि हो गई । लेकिन मंत्री महोदय ने अपनी प्रशासन की योग्यता और अपने काम करने के तौर-तरीकों के आधार पर जो नये काम किये हैं, वे निश्चय ही प्रशंसा के पात्र हैं । नई रेलवे लाइनों को खोलना पुरानी, डेड, रेलवे लाइनों को फिर से खोलना, छितौनी का पुल और नई गाड़ियों का चलाना ऐसे कार्य हैं, जिन के लिए सारे देश की जनता उन की भूरि-भूरि प्रशंसा कर रही है ।

मैं 1962 से इस सदन का सदस्य बन कर आया हूं । उस वक्त से बिहार से रेलवे सर्विस कमीशन की स्थापना की मांग बराबर इस सदन में होती आई है । मैं भी उस का समर्थन करता आया हूं और मुझे प्रसन्नता है कि मुजफ्फरपुर में रेलवे सर्विस कमीशन खोल कर मंत्री महोदय ने इस पुरानी मांग को पूरा किया है ।

मंत्री महोदय ने जो सर्वोपरि प्रशंसा का कार्य किया है, वह मनुष्यता और देशभक्ति से प्रेरित था जब मई के महीने में देश के कितने ही भागों में अन्न संकट खड़ा हो गया था और वहां अकाल की स्थिति पैदा हो गई थी, तब रेल मंत्री ने अपने सुयोग्य नेतृत्व के द्वारा रेल विभाग को इतने सुचारू रूप में चलाया कि हरियाणा, पंजाब और उत्तर प्रदेश में देश के कोने कोने में अन्न पहुंचाया गया। उस के लिए रेल मंत्री तो धन्यवाद के पात्र हैं ही लेकिन इस के साथ साथ रेल विभाग के वे तमाम कर्मचारी भी धन्यवाद के पात्र हैं जिन्होंने इस काम को सफल बनाने के लिए रेल मंत्री के हाथ मजबूत किये और मैं उन के प्रति अपनी कृतज्ञता प्रकट करता हूं ।

भारतीय रेल राष्ट्र का सब से बड़ा परिवहन साधन है । वह कुछ जोनों में बंटी हुई है और प्रत्येक जोन में काम की सहूलियत के लिए डिविजन बने हुए हैं । 1 मई 1969 से पहले एन० ई० रेलवे और एन० एफ० रेलवे के अलावा सभी रेलवेज डिविजन सिस्टम स्थापित हो चुका था और एन० ई० रेलवे और एन० एफ० रेलवे में पुरानी प्रणाली से, जिला-स्तर के कार्यालयों के द्वारा काम होता था । 1 मई, 1969 को इन दोनों रेलवेज में भी डिविजन प्रणाली चालू कर दी गई । इस प्रणाली को चालू करने का मुख्य उद्देश्य यह है कि रेल प्रशासन में सहूलियत हो, रेल के काम में सुगमता हो, यात्रियों को लाभ हो, गाड़ियां ठीक समय में चलें और व्यापारियों को भी सहूलियत हो ।

पांच वर्षों के बाद आज समय आ गया है कि इस डिविजन प्रणाली के बारे में पुनर्विचार किया जाये और यह देखा जाये कि क्या वह ठीक प्रकार से चल रही है, या उस में कुछ परिवर्तन करने की आवश्यकता है, डिविजनों की सीमाओं में ।

इन डिवीजनों के निर्माण के समय भी इस सदन में, और बाहर भी, इस बात पर जोरदार आपत्ति की गई थी कि जब एन० ई० रेलवे के पांच जिला स्तर के कार्यालयों में से चार को खोलन कर

के डिविजन बना दिया गया, तो उन में से एक जिला स्तर के कार्यालय को डिवीजन क्यो नही बनाया गया। उसी प्रकार एन० एफ० रेलवे मे भी चार जिला-स्तर के कार्यालय थे उन सब को पदोन्नत कर के डिविजन बना दिया गया। बाद मे रेल मंत्री ने रंगिया को एन० एफ० रेलवे का पाचवां डिवीजन बनाने की मांग को स्वीकार कर लिया और अब वह भी एक डिवीजन बनने जा रहा है।

जब एन० ई० रेलवे मे सभी जिला-स्तर के स्थानों का आइजननगर, गोंडा के बदले लखनऊ, बनारस और समस्तीपुर का डिवीजन बना दिया गया तभी से हम लोग यह मांग करते आ रहे है कि जो एक सोनपुर स्थान बचा है, जो जिला-स्तर का कार्यालय था, उस का भी डिवीजन बना दिया जाये। आप देखेंगे कि समस्तीपुर डिवीजन जिस उद्देश्य की पूर्ति के लिए बनाया गया था, उस मे वह असफल रहा है। उस के अधीन गढ़हरा का रेलवे यार्ड है और महेन्द्रघाट तथा पहलेजा के बीच मे चलने वाले जहाजों की जिम्मेदारी भी उसी पर है, जो कि बहुत बड़ा काम है। आज गाड़िया इस डिवीजन मे ठीक समय पर नही चल रही है और व्यापारियो को दूर-दूर, समस्तीपुर और बनारस, जाना पड़ता है। यहा तक कि छपरा जहर मे दो डिवीजन हैं, आधे जहर के लोगो को अपने काम के लिए समस्तीपुर जाना पड़ता है और अन्य लोगो को बनारस जाना पड़ता है।

इस से साफ जाहिर है कि इस डिवीजन का निर्माण किसी नियम के आधार पर नही हुआ। एन० ई० रेलवे की लम्बाई करीब करीब पाच हजार किलोमीटर है।

पाच हजार किलोमीटर मे उस मे आज चार डिवीजन है और एन० एफ० रेलवे की लम्बाई लगभग 3 हजार किलोमीटर है, उस मे पाच डिवीजन बना दिए गए है। इस इलाके मे किसी खास नियम का पालन डिवीजनो के निर्माण मे नही हुआ है। इस बात की चर्चा हम लोग करते हैं। आज भी जो वहां की समस्याए है उन पर विचार किया जाये और देखा जाये तो समस्तीपुर का डिवीजन इतना बन ही गया है कि न तो वह अपने कर्मचारियो से अनुशासन का पालन करा सकता है और न ही यात्रियो को सुविधा जो मिलनी चाहिए वह उपलब्ध करा सकता है। आज समय आ गया है कि बनारस और समस्तीपुर डिवीजनो के बीच मे एक डिवीजन और बनाया जाय। इधर 1 1 सौ किलोमीटर पर बनारस डिवीजन काम करता है और उधर 1 5 सौ किलोमीटर पर समस्तीपुर डिवीजन है। दोनो को मिलाकर 28 सौ किलोमीटर है। मेरा अनुरोध है कि जब पाच सौ या साढे पाच सौ किलामीटर पर एन० एफ० रेलवे मे डिवीजन हो सकता है तो लगभग एक हजार किलोमीटर पर इस एन० ई० रेलवे मे भी डिवीजन बन सकता है। इससे आज जो छपरा के आधे लोगो का बनारस और आधे लोगो को समस्तीपुर जाना पड़ता है वह भी रुक जायेगा और जिस उद्देश्य से ये डिवीजन बने है उस उद्देश्य कि भी पूर्ति होगी। किस स्थान पर यह डिवीजन बनाया जाय इस विषय पर भी मै आप का ध्यान दिलाना चाहता हू। पुराने पाच जिलो मे चार जिलो के स्तर पर वहा डिवीजन बनाए गए तो उस मे केवल सोनपुर ही एक स्थान रह जाता है जहा डिवीजन नही बनाया गया था। सोनपुर बो० एन० एन० रेलवे कम्पनी जब थी उस के समय से ही रेल का मुख्य केन्द्र रहा है और पटना के उत्तर मे होने के नाते उत्तर बिहार और दक्षिण बिहार को जोडता भी है। इसका एक ऐतिहासिक महत्व भी है। सब से बडा प्लटफार्म सोनपुर का है। इस के अलावा सोनपुर मे पुराने करीब नौ सौ क्वार्टर्स ऐसे भी है जिन का इस्तेमाल किया जा सकता है और सोनपुर मे हजारो एकड भूमि रेलवे की है। अगर कार्यालय को बढाना चाहे तो और जमीन की आवश्यकता आप को नही पड़ेगी। आज से छ महीना पहले जब रेलवे के उपमंत्री सोनपुर से गुजर रहे थे तो वहा के लोगो ने उन से इस बात की जोरदार मांग की थी और उन्होने उस वक्त वादा भी किया था कि सोनपुर की मांग के ऊपर वह सहानुभूतिपूर्वक विचार करेंगे। पिछली जनवरी, की 31 तारीख को माननीय रेल मंत्री ललित बाबू जब दरभंगा से हो कर पटना जाते समय पहलेजा घाट से पार कर रहे थे तो उस सर्दी के समय

[श्री राम शेखर प्रसाद सिंह]

पांच बजे सवेरे लगभग 10 हजार आदमियों ने उन के सामने अपनी मांग पेश की थी और गंगा के पवित्र तट पर उगते हुए सूर्य के प्रकाश में ललित बाबू ने वादा किया था कि सोनपुर की सचित मांग पर हम ध्यान देंगे वह स्थान घोषणा करने का नहीं था । घोषणा का स्थान तो यह है । वहां तो आश्वासन का स्थान था । मैं सोनपुर के लोगों की मांग आप के सामने उपस्थित करता हूं और आशा करता हूं कि रेल मंत्री जिन्होंने इतने नये नये काम देश में किए हैं इस पुरानी मांग को पूरा करेंगे और सोनपुर की पुरानी गरिमा को पुन स्थापित कर वहां के नागरिकों को धन्यवाद का पात्र बनेंगे ।

रेल मंत्री ललित बाबू ने पढ़े लिखे बेरोजगारों लोगों के लिए किताबों की दुकाने, बुक-स्टाल आदि देने की घोषणा पिछले बजट सेशन में की थी। मुझे भय है कि शायद बेरोजगार लोगों का यह काम उतना नहीं मिल सका जितना वह देना चाहते थे। मेरी जानकारी में ऐसा एक भी बेरोजगार नहीं है जिस को रोजगार इस योजना के अंदर कहीं मिला हो। खाने पीने के खोमचे और कैटरिंग की व्यवस्था जो रेलवे में है उस के बारे में भी आपने नियम बनाये हैं । वेस्टेड इन्टेरेस्ट वाले जो लोग काफी समय से यह काम करते हैं उन लोगों को हटा कर नये लोगों को लगाने की एक पालिसी निर्धारित की है । लेकिन यह नीति अधूरी पड़ी है । आपने यह जो नियम बनाया है कि 6 वर्ष से ज्यादा समय से जो काम करते हों उन की दुकानों के लिए फिर से टेंडर मांगा जाये और नये नये लोग उसके लिए दरख्वास्त दें उन में से जो लोग अच्छे हों उन को लिया जाय। यह काम भी अधूरा इसलिये पड़ा है कि आप ने कोई नीति निर्धारित नहीं की है कि जिस पर आदमी के पास दस पांच दुकाने हों उस को भी इस में और उसका भी नवीनीकरण होगा । नई दरख्वास्त देने वालों में कैसे लोगों को तरजीह दी जावेगी यह भी निश्चित नहीं है । केवल नये ग्रेजुएट्स और हरिजन इत्यादि को ही देंगे इसके लिए कोई सर्कुलर आपने जारी नहीं किया है। इस से परिस्थिति ऐसी भयंकर हो गई है कि रेलवे के कर्मचारी इस को दबाए बैठे हैं और वे लोग इस का लाभ उठा रहे हैं । मनमाने लोगों को दुकाने दे रहे हैं तथा जिसे चाहते हैं हटा देते हैं। जिस उद्देश्य की पूर्ति इस से होनी थी वह नहीं हो रही है । अत रेल मंत्री को इस सम्बन्ध में प्रत्यक्ष नीति घोषित करनी चाहिये।

इसी प्रकार से रेलवे की जमीन भी है । सारी रेलवे में करोड़ों एकड़ जमीन ऐसी है जिस को लोग दबाव किए बैठे हैं। अगर आप के यहां किसी तरीके से उन्हें हटाने के लिए कहा भी जाता है और वह हट भी जाते हैं तो रेलवे वाले फिर आपस में ही उसका बदर बांट कर लेते हैं । छपरा में जो रेलवे की जमीन है उस के बारे में भी मैंने आप का ध्यान दिलाया था । आप ने उस को खाली कराने का भी प्रयास किया । कुछ जमीन उस में से खाली भी हुई । लेकिन उस को रेलवे के अधिकारी, कान्ट्रेक्टर और रेलवे में काम करने वाले लोगों ने आपस में बदर बांट की तरह बांट लिया । मैंने आपको चिट्ठी भी लिखी । लेकिन आप के रोकने के बावजूद भी काम चालू रहा और कहीं कहीं शेड भी बना दिए गए ।

अगर आप सचमुच में पढ़े लिखे बेकारों की बेकारी दूर करना चाहते हों तो इन चीजों के बारे में सही नीति निर्धारित कर दें । एक तो बुक स्टाल और दूसरी खाने पीने की खोमचे की दुकाने, इनका काम उन पढ़े लिखे नौजवानों और हरिजनों को देने के बारे में तथा बेकार पड़ी हुई जमीन इन चीजों के बारे में कोई नियम निर्धारित कर दें तो हजारों लोगों का, मेरा ख्याल है 50 हजार ग्रेजुएटस को इसमें एम्प्लाय किया जा सकता है। मेरा ख्याल है कि आप इसके ऊपर विचार करेंगे और इस के लिए नीति निर्धारित करेंगे ।

*SHRI E R. KRISHNAN (Salem) : Hon Mr. Deputy Speaker, I rise to say a few words on behalf of Dravida Munnetra Kazhagam on the 1974-75 Railway Budget.

*The original Speech was delivered in Tamil.

At the very outset, I regret to point out that no new project in the Southern Railway has been undertaken in 1974-75 Railway Budget. I would like to enumerate a few of the important railway projects which have been the long-standing demands of the people of Tamil Nadu served by the Southern Railway.

Underground Tube Railway in Madras city to reduce the metropolitan traffic congestion.

13 kilometre long railway line to Salem Steel Plant which is being set up with an investment of Rs. 385 crores.

Conversion of metregauge line between Neiveli and Salem into broadgauge line to facilitate the transportation of coal to Salem Steel Plant.

An overbridge at Salem Junction.

A new railway line between Karur and Dindigul

A new railway line between Salem and Tiruchirappalli via Rasipuram, Namakkal, Thottiam, and Musiri.

Broadgauge line between Salem and Bangalore.

Electric traction between Madras and Tiruchirappalli.

Electric Traction between Madras and Jalarpet.

Establishment of new Divisional Headquarters at Salem after bifurcating the present Olavakkot Division because the area covered by this Division is so vast that sufficient attention cannot be paid to the requirements by the Olavakkot Division.

An Over-bridge at Morappur.

Sir, it is not that no new scheme has been included in the Southern Railway during 1974-75. From a reply given to a starred question today, it is seen that no new railway project has been included in the Fifth Five Year Plan itself for the Southern Railway. I appeal to the hon. Railway Minister that the needs of Southern Railway should not be neglected in this manner. I hope that he will include at least a few of the above schemes in the Fifth Five Year Plan; otherwise the Southern States will lag behind in economic and industrial advancement.

Sir, all of us are aware that there are 14 lakh regular workers on the Railways. Please look at the number of beds available in the Railway Hospitals to these 14 lakh regular workers who enable the Railway to earn Rs. 1100 crores a year. There are only 10467 beds available in the Railway Hospitals for 14 lakh regular workers.

Similarly, Sir, 70 lakh people are travelling every day in 10800 trains and out of this 67.9 lakh people are III Class Passengers. In 1974-75 Railway Budget the Railway Minister by increasing the III Class passenger fare hopes to get an additional income of Rs. 16.28 crores. On behalf of all the III Class passengers, I appeal to the Railway Minister that he should withdraw the increase in the III Class passenger fare. If this is not done, 67.9 lakhs of III class passengers will be hard hit by this increase.

I would here like to inform you of the amenities being given to the passengers. Out of 7098 railway stations, even after 25 years of independence, 2598 stations have no electric connection. Only in 900 station water coolers have been provided and 6198 stations have no water coolers. During the First Five Year Plan, a sum of Rs. 2.4 crores per annum was being spent on passenger amenities. After 20 years, during the Fourth Plan period, a sum of Rs. 4 crores per annum is being spent on passenger amenities. What a stupendous progress.

I can anticipate the reply of the hon. Minister of Railways in regard to provision of more beds and increased passenger amenities. He will offer the excuse of paucity of funds. Sir, the railway revenues are getting increased year after year, but medical facilities to the employees

[Shri F R Krishnan]

and amenities to passengers are not increasing in the same proportion

Sir, the increase in the freight rates in 1974-75 railway budget will be an added fillip to the increasing cost of living of the poor people of our country

Sir, the Railway Minister will bear in mind the hardships of the common people and try to reduce as far as possible additional freight burden on them

I will give you another picture of the railway working From 1969 to 1974 please look at the amount of compensation paid for the goods lost or damaged in transit In 1969 70 Rs 11 81 crores, in 1970-71 Rs 13 11 crores, 1971 72 Rs 13 54 crores, 1972-73 Rs 13 22 crores, 1973 74 Rs. 13 18 crores Sir, the former Railway Minister Shri Hanumanthaiya, has pointed out in the meeting of the Congress Parliamentary Party held recently that the Railways lose annually Rs 100 crores on account of loss and damage to goods in transit and also theft of Railway property The Railway Minister has not detailed any concrete steps taken for minimising the loss to the Railways on account of loss and theft of public goods and railway property On the other hand when the railway workers want 8 33 per cent bonus he pleads with them his inability to accede to their demands on account of paucity of funds Naturally the workers in the absence of incentives are compelled to resort to unfair means in order to make their both ends meet

From 1969 to 1973 September it is reported by the Railway Ministry that Rs 7 97 crores worth of goods have either been stolen or pilfered in transit But, during this period only Rs 78 97 lakhs worth of goods have been recovered This is not even 10 per cent of the goods stolen But please see the amount spent on the Railway Protection Force every year, whose duty is to protect the property Every year Rs 15 crores is spent on the Railway Protection Force As has been pointed out by the ruling party member, Shri Bhagwat Jha Azad, the R.P.F. can be called the Railway Pilferage Force.

Besides this, 570 murders and 2347 robberies and dacoities have been committed during the five years under reference From what I have enumerated, it is obvious that the Railway Ministry has failed to take effective safety measures both for protecting the lives and property of passengers and also for protecting the goods sent through the Railways

There are lakhs of unmanned railway crossings in our country, which are the breeding places of accidents Recently in Moradabad in U P there was a serious rail accident resulting in the death of 41 people Near Trivandrum a train collided with a bus in which 7 people died and 20 people got severe injuries Again in Tiruverambur near Tiruchirappalli there was a collision between a bus and a goods train in which two people lost their lives and 12 others were severely injured I regret to point out that the Railway Ministry has not given serious thought to the question of lakhs of unmanned railway crossings in our country I request the hon Minister of Railways that he should do something expeditiously to give protection to millions of human lives.

In the meeting of the Congress Parliamentary Party held a few days back, the members belonging to the ruling party unequivocally demanded the abolition of the Railway Board Many members of the ruling party were highly critical of the functioning of the Railway Board I would not like to reiterate here what the ruling party members stated elsewhere I would like to point out that the World Bank and also the International Development Organisation have stressed the urgent need for reorganising the Railway Board Unless the powers of the Railway Board are decentralised and the General Managers of the Zonal Railways are equipped with more powers, the Railways' Five Year Plan with an outlay of Rs. 2500 crores will not be possible of successful implementation The Railway Board has asked for a loan

of Rs. 300 crores to meet its foreign exchange requirement. The World Bank Team which visited India in June 1973 pointed out categorically that the Railway Board set up in 1902 must be reorganised and overhauled thoroughly and then only the Railway's Five Year Plan will meet with success . Even recently the World Board and the International Development Organisation have written a letter to the Railway Board stressing the need for reorganisation.

Sir, the hon Minister of Railways may brush aside the criticisms of his own party members against the Railway Board and also the criticisms of the Opposition members I am sure it will be difficult for him to do that with the World Bank and the International Development Organisation from whom he is seeking loans in foreign exchange

I request that immediate steps must be taken for decentralising the powers of the Railway Board and that the Zonal Railway Managers should be given more powers. Secondly, Sir, I request him that he must formulate schemes for converting into broadgauge 60 per cent metregauge track on the Southern Railway in the interest of industrial development of Southern States. I would also request him that he should sanction the 13 kilometre railway line to Salem Steel Plant which is the dream-child of the people of Tamil Nadu Similarly, the new line between Karur and Dindigul must also be sanctioned in 1974-75 Sir, I have no hesitation in saying that unless the Railway Minister implements a few schemes which I have pointed out, the people of Southern States, more particularly the people of Tamil Nadu will get the impression that the present Railway Minister is interested in the development of northern States only and the requirements of the Southern Railway are being neglected by him.

With these words, I conclude.

SHRI K. RAMAKRISHNA REDDY (Nalgonda): Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget for 1974-75 which has been presented by the hon. Railway Minister on the 27th February.

At the outset, while welcoming the Budget, I would like to convey my hearty thanks to the hon. Railway Minister, Shri L. N. Mishra, for including in the Budget proposals, the new BG railway line from Bibinagar to Nadikude and the conversion of Macherla-Guntur line from metregauge to broadgauge. Even after more than two decades since the date of Independence, this is the only line, in the whole of Andhra Pradesh, to start passing through the backward areas of Nalgonda district. The present Railway Minister is a generous person, but he is so miserly to allow us a small amount for this project in the current year's Budget

14.49 hrs.

[SHRI DINESH CHANDRA GOWSAMI *in the Chair*]

Sir when the Nizam Railway was merged with the Indian Railways there was a surplus of Rs 6 crores. Earlier, an assurance was given that this amount will be spent for the new railway line in the erstwhile Hyderabad State Bibinagar comes under Nalgonda district, which is part of the erstwhile Hyderabad State. If not more, at least, he could have provided this surplus amount which the Indian Railways got from the Nizam's Railways, for the opening of the new railway line from Bibinagar to Nadikude I would request the Railway Minister to come forward before the Parliament, for seeking its approval, to include this Rs 6 crores through suplement demands I am sure he will concede to my request and do the needful in this regard

The railway line will be crossing the Krishna River near Vadepalli. Naturally, a railway bridge will be constructed. This bridge if it is constructed as a road-*cum*-rail bridge, the public of the area will be benefitted to a large extent By this, 50% of the expenses will be borne by the Railways and 50% by the Andhra Pradesh State Government. I am sure that the State Government of Andhra Pradesh will not hesitate to give the share of 50 per cent for this highway bridge, which is a dire necessity of the area. By constructing

[Shri K. Ramakrishna Reddy]

this railway-*cum*-road bridge, hundereds of miles would be minimised for proceeding to Guntur, Tirupathi, Madras etc.

Sir, as you aware, Andhra Pradesh is also one of the States in the Indian Union, having its headquarters at Hyderabad. Hyderabad and Secunderabad are twin cities and Secunderabad is the headquarters of the South Central Railway. But when compared to other States, it has not been given so much importance as the other States. Even in South India Madras is given the top-most priority. From Delhi to Madras there are three express trains, namely, the Grand Trunk Express, the Janatha Express and the Jayanti Janatha Express. But for Hyderabad and Secunderabad of Andhra Pradesh only the Dakshin Express runs. Even that is not an exclusive train to Hyderabad; it is only a Link Express. In this train the coaches to Madras are also attached. Attaching and detaching of coaches to and from Madras will be carried out at Kazipet. If we take the Link Express as a common express for both Hyderabad and Madras, then, in that case, there is no exclusive express for Hyderabad, in spite of the fact that Secunderabad is the headquarters of South Central Railways and Hyderabad is the capital of Andhra Pradesh.

Rajdhani Expresses have been introduced from New Delhi to Calcutta and Bombay. I would say that during the Fifth Plan period there should be Rajdhani Express from New Delhi to every State headquarters. I am not sure that within a short span of time our State will get a Rajdhani Express. Therefore, for the present, an express which is faster than Dakshin Express should be introduced from Delhi to Hyderabad and *vice versa*. Sleeping in the train for two days is really a troublesome affair. The train from Delhi to Hyderabad should start at any time after 4 p.m and should reach Hyderabad or Secunderabad by 10 p.m. the next day and *vice versa* for the train starting from Hyderabad or Secunderabad. This fast-running express need not stop at those stations where the Grand Trunk Express stops. In this way, by reducing the running time and eliminating some stoppages, it can take less time for reaching Hyderabad. I hope this proposal will materialise soon. As present, the Dakshin Express takes 34 hours to reach Hyderabad, which can be reduced at least by 8 to 10 hours. As this is a problem which needs Immediate attention, I hope the hon Minister will issue the time-table according to the time mentioned by the Railway Board itself. As the South Central, Central and Northern zones are included in this line, necessary directives may be issued to all the zones for revising their time-tables accordingly.

The charges for the air-conditioned classes are being doubled. So, the Members of Parliament and their families may be allowed to travel in air-conditioned class without paying any further charges.

Special attention must be paid to providing sleepers. The passengers who travel from 9 p.m to 6 a.m. should automatically be provided sleepers. Under the existing procedure a passenger has first to purchase the ticket for a seat and then pay a surcharge for getting a sleeper. Instead of this procedure, the night passengers should get the sleepers automatically.

It is a matter for regret that in the whole of the South Central Railway only the Dakshin Express runs by diesel Almost all the other passenger trains are run by steam. If we compare dieselisation with electrification, we will find that electrification is more economical. So, electrification should be given priority and almost all express trains should be converted into electric trains.

To cater to the needs of the public of the twin cities of Hyderabad and Secunderabad, the circuit broad-gauge line be provided from Nanpally to Falakhana to Secunderabad to Nanpally. It should be a broad-gauge line. By this the road traffic could be minimised to a large extent.

Then, a survey has been made with regard to Secundrabad—Wardha line passing through Karimnagar district. It will

cover Ramagundam industrial area which is nearby. This should be attended to as soon as possible and sanctioned.

Active measures should be taken for introducing Railway Public Service Commission for every zone. Several times, the hon. Minister has said from the last budget session that for every zone, there should be a Railway Commission. But that has not been materialised They always say, it is coming and I do not know when it will come. At present, we are having a Railway Commission at Madras The people from Andhra Pradesh, Kerala and Karnataka have to go there. You can realise how difficult it is for the people to go to Madras for getting jobs and all that, even for the post of clerk and peon The promise made by the hon Minister should be implemented immediately. I hope, the Deputy Minister, Shri Qureshi, who is present here will take note of it for taking early action

As regards catering, even though catering facilities are being improved, they should be improved further and take necessary action in this regard

I have ventilated my views as mentioned above with regard to certain matters which I hope will be taken note of. I am sure, whatever suggestions I have given will be taken into consideration by the Railway administration. With these words, I support the Railway Budget.

सरदार स्वर्ण सिंह लोधी (जमशेदपुर) चेयर मैन साहब, मेरे से पहले बोलने वाले मेम्बरो ने बहुत सी बाते कही है, इसलिए मैं उनको दोहराऊगा नही। मगर कुछ सुझाव देना चाहता हू जो कि उम्मीद है कि मंत्री जी पर जरूर ध्यान देगें। पहली बात तो यह है कि मैने अपनी मेडेन स्पीच मे कहा था कि जमशेदपुर मे एक लेविल क्रासिंग है जिस पर ओवरहैड ब्रिज बनना चाहिये। माननीय हनुमन्थैया जी ने लिखा पढ़ी की, बिहार मिनिस्ट्री के पास उस वक्त पैसा नहीं था इसलिए वह काम नही हुआ। अब बिहार की मिनिस्ट्री उस को फिर टेक अप कर रही है, वह फिर आप को लिखेगी मेरा निवेदन है कि आप उस पर ध्यान देंगे। आज से 50 साल पहले जो एक छोटा लेविल क्रासिंग था वह अब नाकाफी है क्योकि तब से 20,30 गुना ट्रैफिक बढ गया है और ओवरहैड ब्रिज न होने की वजह से ऐक्सीडेन्ट्स बहुत होते हैं।

जहां तक एक्सीडेंट्स का सवाल है। पिछले महीने मे तीन एक्सीडेंट्स हो चुके हैं, कहीं सिगनल की खराबी की वजह से और कही गाडी पटरी मे उतरने की वजह मे। तो पटरी मे उतरने के बारे म हम हर ऐक्सीडेंट्स के बारे में यह नही कह सकत कि ऐसा सैबोटाज के कारण हुआ है। जो पी०डब्लू० आई० या इजीनियर्स है वह अपना काम मुस्तैदी से नही करते हैं जैसे रेल के पटरी के नीचे स्लीपर्स होते है जिन पर रेल बिछी हुई होती है, स्लीपर्स के नीचे एक बेयरिंग प्लेट होती हैं जिस मे डोग स्पोडक्स लगे होत हैं। तो जहा 6 डोग स्पाइक्स लगने चाहिये वहा 2 ही लगे हुए हैं। आप ग्राउन्ड कोर्ड पर देख लीजिए जिस पर मे राजधानी ऐक्सप्रैस जाती है बन्द डिब्बे मे ता पता नही लगता लेकिन अगर आप इसकी जाच करें तो आप पायेगे कि जितने डोग स्पाइक्स लगन चाहिये उतने लगाये नही है। इसलिये पी०डब्ल्० आई० और इजीनियर्स पर कडाई से नजर रखनी चाहिये यह देखने के लिये कि वह अपना काम ठीक से करत है कि नही। अगर ऐसा किया जायेगा तो रेलवे एक्सीडेंट्स जो होते हैं, उन को कुछ तो कम किया जा सकता है।

प्लेटफार्म टिकट आपने पचास पैसे का किया है। एक स्टेशन से दूसरे स्टेशन की टिकट अब तीस पैसे है जो कि कम से कम है। इससे बडी मुश्किल पैदा होगी। आप चाहे तो दोनो को बराबर बराबर कर दे चाहे तीस तीस कर दें या चालीस चालीस कर दे या फिर उसको तीस ही रहने दें और इसको भी पच्चीस ही रहने दे। इससे जो गडबड होगी उससे आप बच सकेगे। आप कहत है कि बुकिंग आफिस दूर होगा और कोई दिक्कत पैदा नही होगी। टिकट लेने के लिये उनको दूर

[सरदार स्वर्ण सिंह साही]

जाना पड़ेगा । लेकिन मैं नहीं समझता हूं कि आपने जो यह किया है ठीक किया है ।

करप्शन जो है यह बढ़ती ही जा रही है. निचले लेवल पर तो है ही ऊपर के लेवल पर भी बढ़ती जा रही है । नीचे टी०टी०ई० तो करते ही लेकिन ऊपर भी यह बढ़ती जा रही है । आज के ही हिन्दुस्तान टाइम्ज में ग्राड आक्शन सेल का आपका एडवर्टिजमेंट निकला है । इस में आपने कहा है कि 13 मार्च को यानी कल यह आक्शन होगा यह स्क्रैप आदि के बारे में है । इस में नान-फैरस मैटल भी है । आज यह निकला है और कल को सेल होगा, आक्शन होगा । इस तरह से तो आपको कभी भी किसी भी तरह से पूरे पैसे नहीं मिल सकते हैं । मिट्टी के भाव आपका माल चला जायेगा । किसी को पता लगेगा और किसी को नहीं लगेगा । क्यों नहीं आप काफी वक्त इसके लिए देते है ? जहां तक नान-फैरस मैटल का ताल्लुक है आप क्यों नहीं स्माल स्केल इंडस्ट्रीज को उसको दे देते हैं जो कि उसको गला कर काम में ला सकती है । व्यापारी जो इसको बहुत सस्ते दामों में खरीद कर बड़े मुनाफे से रि रोलिंग मिलों को बेचते है ये रि रोलिंग मिल्ज इनको काट करके दुबारा इसको सप्लाई करते है । रेलवे इन स्क्रैप्स को उचित मूल्य पर क्यों नहीं सीधे ही रि रोलिंग मिलों को देती? इस तरह की जो चीजे है इन पर भी आपको ध्यान देना चाहिये ।

15 HRS.

कम्पेंसेशन का जहां तक सवाल है आपने पचास हजार उसकी लिमिट रखी हैं । अब आपने इसी का किराया हवाई जहाज के किराए के बराबर कर दिया है । वहां एक लाख का कम्पेंसेशन मिलता है । यहां पर भी आप एक लाख क्यों नहीं कर देते हैं । इसमें कोई हर्ज नहीं होना चाहिये ।

कुरेशी साहब ने राज्य सभा में कहा है कि हमारा फुल कोआर्डिनेशन स्टील एंड माइंज मिनिस्ट्री से है मैंने एक सवाल 16-2-74 को किया था, अनस्टार्ड क्वेश्चन नम्बर 2233 और इसका जो जवाब मुझे 7-3-74 को मिला उसको मैं आपको बताता हूं । मैंने अपने इस सवाल में पूछा था कि जनवरी और फरवरी, में स्टील प्लांट्स में हैवी प्रोडक्शन लासिस रेलवे ट्रबल्ज की वजह से कितने हुए हैं । इसके जवाब में यह कहा गया कि डाउनटाइम जो फिक्स किए गए थे उन से 2,79,000 टनेज कम का उत्पादन हुआ । इसकी वजह डिप्टी मिनिस्टर जो स्टील और माइंज के हैं उन्होंने यह बताई है :—

> "This is directly attributable to the dislocation caused on account of Railway troubles. This was the main factor."

इसकी रोशनी में मैं आप से पूछना हूं कि कहां कोआप्रेशन है ? कोई कोआप्रेशन नहीं है । बातों बातों में कोआप्रेशन नहीं हो सकती है ।

यह मांग की गई है कि रेलवे बोर्ड को एबालिश कर दिया जाए । मैं इसके हक में नहीं हूं । इससे काम लेना चाहिये और सख्ती से लेना चाहिये । इसको एबालिश करने से कोई फायदा नहीं होगा डंडे से इससे आपको काम करवाना चाहिये । तभी ये काम करेंगे । इन से पूछिये कि क्या गाड़िया लेट चलती है, क्यों दूसरी गड़बड़ियां होती है । यह सब इनकी जिम्मेदारी है इनको तनख्वाह किस लिए मिलती है ? बाद में आगे चल कर अगर एबालिश करने की जरूरत समझी जाए तो वैसा भी किया जा सकता है ।

आपने रेलवे में जी० आर० पी० और आर० पी० एफ, दो फोर्सिस रखी हुई है । रेलवे प्रोटैक्शन फोर्स जो शायद आपकी है और जी०आर० पी० स्टेट गवर्नमेंट की है । इन दोनों में से एक को आप रखें और एक को हटा दें । यह तो उसी तरह से है कि एक गाय के दो मालिक और एक कहे कि दूसरा चारा डाले और दूसरा कहे कि वह क्यों डाले, दूसरा डाले । नतीजा यह होता है कि कोई भी नहीं डालता है । चोरियां कैंस और क्यों हो रही हैं । मैं आपको पटना की बात बताता हूं । जी० आर० पी० का एक सिपाही सील बन्द रेलवे वैगन के सामने खड़ा था और उसकी मौजूदगी में एक आदमी ताला तोड़ रहा था । मैंने इसको देखा और मैंने जा कर एस० एम० को कहा ।

हम क्या करें । हम रात को बाहर जाते हैं तो हम की जान से मार दिया जाता है । इस वास्ते हमने जाना छोड़ दिया है । जो पिलफेज होता है उसका दोष एक दूसरे पर डालते हैं वह कहता है कि यह जिम्मेदार है और दूसरा कहता है कि पहले वाला जिम्मेदार है । तेरह करोड़ जो आप हर साल ही इस पर खर्च करते हैं वह तो आप बचा सकते हैं । आप थर्ड क्लास का किराया बढ़ा रहे हैं । इसका न बढ़ा कर आप लेकेज का स्टाप करें, हाल्ट को क्लोज करें। आपको बहुत फायदा होगा।

कुरैशी साहब ने कल कहा है कि डबल डैकर 1977-78 में चलेंगी मैं जैमप कम्पनी की कलकत्ता फैक्टरी में गया था कुछ दिन पहले । वहां मैंने देखा है कि डबल डैकर गाडियां 65 परसैन्ट तक तैयार हो कर खड़ी है । आप 1977-78 तक का इन्तजार क्यों करते हैं । इस साल के आखिर तक आप कुछ तो काम सकते हैं इन्तजाम में इस फैक्टरी में बहुत सी बिजली की कायेज भी तैयार पड़ी हुई है । आप उनको बम्बई की सबर्बन ट्रैन्ज में इन्तजाम में ला सकते हैं और उनका जल्दी लगा सकते है ।

मैं जमशेदपुर से लोक सभा में आया हूं । वहां से कई ट्रेन्स चलनी चाहियें। एक टाटा नगर से सीधे दिल्ली गाडी चलनी चाहिये। साउथ बिहार एक्सप्रेस के बारे में मैं कहना चाहता हूं कि आदरा डिविजन का आपको बाइ पास कर देना चाहिये। वह टूबल्ड एरिया है । इसमें बहुत गड़बड़ी होती है । बिहार ट बिहार गाडिया चल जाया करती हैं । बिहार गमोह, रांची मुरी और टाटा नगर । पब्लिक की यह बड़ी मांग है । लिख कर भी आपको आया है । पटना से सिर्फ गाडी टाटा नगर (जमशेदपुर) जाती है । रात को जाती है । अगर यह मिस हो जाये तो चौबीस घंटे इन्तजार करना पड़ता है । जब मुझे लोक सभा के लिए टिकट मिला तो मैं सिर्फ पद्रह मिनट पहले चाईबासा पहुंच सका और अगर यह गाडी छूट जाती तो पता नहीं क्या होता और शायद आज मैं यहां न होता वहां पर आपको दो तीन गाडियां और देनी चाहियें ।

वाजपेयी जी ने कहा कि मिनिस्टर साहब काम नहीं करते हैं । लेकिन मैं उनके काम तारीफ करूंगा । जिस किसी ने उनको कोई जायज काम करने के लिए कहा उस काम को उन्होंने फौरन किया है और उसका ठीक-ठीक काम हो जाता । हाली में उन्होंने कहा कि बड़ी मुश्किल हुई । लेकिन जहां-जहां और जिस-जिस एरिया में मांग हुई उन्होंने गाडियां दी । अगर मांग ही नहीं की तो वह देते कैसे ।

आप कहते हैं कि मई और जुलाई में आपका रिकार्ड टनज था । इसको आपका चाहिये था कि आप मेंटेन करते । इस टैम्पो को आप क्यों नहीं मन्टेन कर सके । दिमाग वही है आदमी वही हैं वही गाडियां हैं तो क्या वजह है कि आप इसको मेंटेन नहीं कर पाते आपको इस तरफ ध्यान देना चाहिये ।

आपने थर्ड क्लास का किराया बढ़ाया है । यह आपने अच्छा नहीं किया । यह उचित बात नहीं है । पब्लिक इससे बहुत नाराज है । लोगों के प्रति जिम्मेदारी हमारी है । इस पर आपको फिर से विचार करना चाहिये ।

कटरिंग कहीं-कहीं तो अच्छी है लेकिन कहीं-कहीं नहीं। जहां-जहां अच्छी नहीं है वहां-वहां आपको इसको अच्छा करना चाहिये ।

सिक वैगन्ज की तरफ भी आपको देखना चाहिए जबान जबाह कह दिया जाता है कि ये सिक वगन्ज हैं। ट्रेन एग्जामिनर उनके लिए जिम्मेदार होता है । वह उनका एग्जैमिन करता है। उस पर ही आप इस चीज को छोड़ दें। दिल्ली से आप उनको चैक करवाए बिना किसी पूर्व सूचना दिए हुए हमने अडाल और टाटानगर यार्ड में जा कर देखा है कि किसी वैगन में कोई पाइप नहीं है तो उसको सिक डिक्लेयर कर दिया जाता है और छ छ दिन वह सिक लाइन में पड़ी रहती है । इस चीज को आप ठीक करें।

मेंटेनेंस की तरफ भी आपका ध्यान देना चाहिये और उसको भी ठीक करना चाहिये।

ट्रांसपोर्ट होने वाले सामान का आपको कम्पलसरी इनश्योरेंस करने की व्यवस्था करनी चाहिये । वैगन पर जब माल लोड

[सरदार स्वर्ण सिंह सोढी]

होता है वह इन्श्योरेन्स एजेंट के सामने लोड होगा । इससे आपको पैसा भी आएगा और बिजिनेसमैन गुड्स क्लर्क से मिल कर जो झूठी रसीदें बना लेता है और लाखों रुपये का क्लेम कर देता है, वह नहीं होगा ।

जहां तक अफसरों के ट्रांसफर का सम्बन्ध है, किसी प्रेशर में आकर, पोलिटिकल प्रेशर में आकर यह काम नहीं होना चाहिये । किसी को इसकी पैरवी नहीं करनी चाहिये जब किसी का ट्रांसफर ड्यू हो तो तभी ट्रांसफर फौरन होना चाहिये ।

स्टेट वाईज पावर हाऊसिस की मंत्री महोदय की स्कीम अच्छी है और उसको जरूर अमल में लाया जाना चाहिये ।

इन शब्दों के साथ मैं रेलवे बजट का स्वागत करता हूं और आपको धन्यवाद देता हूं ।

SHRI B. K. DASCHOWDHURY (Cooch-Behar) : I rise to support the Railway Budget presented by the hon. Railway Minister. While supporting the Budget I feel it is my duty to refer to some of the points for the serious consideration of the hon. Minister. We have not seen anything new, neither dynamism nor any new direction given to increase railway finances. This seems to be nothing more than a ritual, to present the Budget, to get the sanction of the House. What we expected was that in each and every year, in view of the challenging needs, in view of the changing situation, the Railway Minister should present the Budget in this august House, giving new direction and new dynamism for improving the railway working, railway administration and railway finance. Unfortunately nothing of these three things are present in the hon. Ministers speech. Only one thing that I have noticed is this. He has made a very serious attempt to increase the railway finance by increasing the railway freight and fares which has been a traditional way for decades and decades together. Even then what we have noticed is this. There is an uncovered gap of Rs. 52 crores. Having regard to the fact that there are certain compelling circumstances beyond which he cannot go, because of price rise and others, I mould just request the Minister to clarify the position. Is it realy his serious thinking that this Railway Budget would leave a gap, a deficit to the extent of Rs. 52 crores only? At the time when he presents the budget next year, will he not say that this has gone up to the extent of Rs. 150 or Rs. 152 crores?

Sir, it has been estimated that 217 million tonnes of goods traffic will be carried This is the projection. Sir, I have one figure here with me. At what rates the freights are being charged? Before I clarify my point let me give you the picture. In the year 1960-61 the total tonnage originating in million tonnes is 156.2. The earning was 280.5 crores. In 1972-73 the figure was 201.3 million tonnes and earnings from goods carried excluding wharfage and demurrage was 695.9 crores I have all the years' figures but I am placing these two figures only for clear understanding. Now if one goes on making charged one would find that for one million charged one would find that for one million tonnes carried, this brought to the Railways Rs. 1.4 crores in 1960-61. In 1972-73 1 million tonnes brought to the Railways an amount to the extent of Rs. 3.5 crores. And according to this year's budget it will be more than Rs. 4 crores for a million tonne of goods carried.

Now coming to this budget, it is 217 million tonnes. That is the projection. If the projection fails and it comes to the level of 200 million tonnes, there will be this 17 million tonne loss, because this has been the experience which we have for the last three years. That means loss of the proposed earning or projected earning of the railways to the extent of Rs. 68 crores.

If it is not so, I shall be happy. But, I feel is this. The losses in the projected earnings that have been calculated will be

nothing less than Rs. 50 crores. Adding to that Rs. 52 crores, the deficit gap will go up to Rs. 102 crores. Will the Railway Minister seriously consider what will be the impact of the price rise with the railway freights and fares that have been raised from point to point and even from transaction to transaction? But, certain concessions have been given under compelling circumstances because the railways have not been on an even keel.

Considering what has been done all these years, the impact will be felt further with the increase in price rise. And will it be possible for the Railway Minister to resist the demand from the employees for more D.A. if the price index rises higher and higher? It cannot be Last year, the Government of India increased the D.A. for its employees on three occasions. But, the railway have declared the increase in D. A. two times and mentioned that another D.A. will be given in the coming year, that is, in the year 1974-75. For the current year, there will be three increases in D A.—if not three, at least thre may be two instalments of D.A. and if not two, at least, there may be one instalment of D.A. What will be the impact of the deficit because of this extra D.A.? Has any provision been made in this regard by the Railway Minister? I do not think that he has made any provision. Adding to that, what will be the deficit in the coming year? At the end of this year you will find--I want the Railway Minister to seriously consider this— that the deficit will be nothing less than Rs. 150 crores. If it is possible to reduce this deficit by the dynamic spirit of the Minister, by the efficiency of the Railway Administration and by improving the Railway functioning in so many other ways, it is well and good. You have already said that during the question hour. I have every doubt about it and I have no reservation about that.

So, what I would suggest is that the Railway Ministry must concentrate themselves seriously on improving the finances of the railways. What are the ways for improving the finances? Why have the railway finances not been improved? with the introduction of modern technology and science in all fields and in all branches you still find that there is a tendency for making further improvements. Probably, in the Railway Administration, we do not find any semblance of this modern technology or science. The Railways have got a department known as R.D.S.O. (Research, Designs, Standards Organisation). What is the contribution made by this Organisation? Has it made any serious impact on the railways? From the books supplied to the Members, we find that R.D.S.O. have invented new design for wagons and a machine to measure the strength, the durability and specialisation of the railway tracks. Nothing more than this. Does this Department stand only for this? We have not seen that anything else has been done by this department. They have given a list and we find from it that they have given consultancy services to the defence organisations and also to some foreign countries. No doubt this is a healthy sign I do not want to degrade this organisation at all. But, what I would emphasize here is that the activities and achievements of the R.D.S.O. have not been upto the mark.

Therefore, R.D S O should be re-oriented and modernised with scientific bram and talent which can really give a new thought to the Railway administration. Some years before I mentioned on the Floor of this House that a young engineer has invented a machine known as micro-minimum radar, an electronic device, by the application of which it could be possible to avoid train collusions and thereby improve the working of the railway administration. Unfortunately, this particular young engineer's invention has not been given a fair deal or a fair trial. What is the wrong there? I would appeal to you, for the sake of the country and for improving the railway administration and its finances, to go through this matter seriously. If you really find these inventions are not proper and your engineers and scientists who are working in the R.D.S.O. might improve upon

[Shri B. K. Daschowdhury]

them, I do not mind. But what I do mind is the deliberate and calculated attempt to dissuade such young engineers or other persons who come forward with new suggestions of efficiency for the railway administration. This has to be seriously thought of.

We have also to look into the question of movement of wagons. The figures that I have show clearly year by year this movement of wagons and carrying of goods by railway wagons is deteriorating and deteriorating. If anyone cares to calculate the figure, the number of railway wagons the railway had in the year 1960-61 was 3,07,900 and the total amount of goods carried was 556.2 million tonnes. In the year 1972-73 the number of wagons was 3,84,283 and the total amount of goods carried was 201 3 million tonnes. So, year by year it is going down and down. There may be certain other factors also. I do not deny that. But whatever the wagon movement the Railways appointed one expert committee, R B. Lall Enquiry Committee, and this committee has clearly stated that movement of wagons from railways' point to point and Division to Division is seriously at fault and certain measures are to be taken. Will the hon Minister consider to implement some of the suggestions made therein for improving the working of these dislocated, derailed and dis-connected wagons? Are you trying seriously?

You have sixty Divisions in the railways. How many wagons per day are marked waste-out level, disconnected, derailed or somewhere else detained otherwise?

On an average, it was found that daily in each divisional headquarters 200-300 wagons are disconnected. If you calculate the figure for the 60 divisional headquarters, it will come to 12,000 to 15,000 or 18,000 or it might even be 20,000. That is, about 15,000 to 20,000 wagons are not moving daily. What are we losing daily on this account? We are losing daily Rs. 30 lakhs. This is for not moving wagons properly. Would you not seriously consider this point to improve upon the railway finances?

For proper wagon movement, one Mr. Chowdhury has invented a certain machine, a new device. I would urge upon the Railway Ministry to try that, to have a trial, a model trial, in the Railway Board itself. Do not depend upon the railway officials because they are already threatening such people: 'Do not make such suggestions to the Railway Ministry', because in that case their services might not be required any further. These are the ways to improve upon railway finance.

Much has been said about the Railway Protection Force What is the good of keeping this Force? I would only quote one line from the report of the R B Lall Inquiry Committee, page 111, chapter 'Railway Protection Force'. This is what the Committee observes on this:

> "The various memoranda sent by the public have voiced great concern at the working of the Railway Protection Force
>
> Some have gone so far as to describe the RPF as 'Rakshak as Bhakshak' and the RPF as 'Railway Pilferage Force'"

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI): What Bhakshak?

SHRI B. K. DASCHOWDHURY: You will find it on page 111 of the Committee's Report. It has also said that it is the Railway Pilferage Force. Would you kindly control these things?

MR. CHAIRMAN: I have given you more time than you were entitled to.

SHRI B. K. DASCHOWDHURY: Thank you very much. I shall be finishing.

Lastly, as the Chairman wants me to conclude, I would urge upon the Railway Minister to spell out what is their policy in regard to extension of new railway lines in backward areas. In view of the speech made by the Railway Minister, last year,

I presented a case before the Railway Minister. Shri Mishra is not here. But the hon. Deputy Minister might make a particular note of this newline in a very backward constituency which is otherwise a potential area for the movement of goods and passengers. They have said they have made a proper estimate and it may be a line about 80-85 Kms. long.

PROF. MADHU DANDAVATE (Rajapur) : Are you referring to the West coast railway line ?

SHRI B. K. DASCHOWDHURY : My hon. friend is very much anxious about the West coast railway line. I do feel that a railway line should be constructed by the Railway Ministry on the West coast. But I am referring to one line from New Mainaguri to Sitaion the NF Railway.

SHRI MOHD. SHAFI QURFSHI : You do not want the West coast railway line ?

SHRI B. K. DASCHOWDHURY : I do want it. But I am referring to this particular line for the development of a backward area. So far as the development of backward areas is concerned, so far as I know the West coast may not be as backward an area as the one to which I am referring for the construction of a new railway line. I would urge upon the Railway Minister to consider it in view of the speech made by the hon. Minister last year that the backward regions should be given a certain fillip so that these areas might come up with this kind of development. Unless railway lines are constructed in these areas even at a discount to the Railways, I do not think there is any chance of development of these areas. I hope the hon. Minister will consider this. *I hope he will also consider the other suggestions* made about how to improve the railway finances.

SHRI SAMAR MUKHERJEE (Howrah) : I am totally opposed to the Budget which has been presented here. I will confine my speech mainly to one subject, industrial relations. But before I go to that, I would like a clarification from the Deputy Railway Minister regarding a news which has appeared in the newspapers that again you are thinking of restarting the Light railways whereas you had given a categorical assurance...

SHRI MOHD. SHAFI QURFSHI : Howrah-Amta ?

SHRI SAMAR MUKHERJEE : Howrah-Amta. The news has appeared.

Regarding Howrah-Amta also, you said categorically that that line would be converted into broad gauge and already a report was being prepared. But again the news has come that the old light railway will be re-started. I want you to enlighten us as to what the correct position is.

Coming to the question of industrial relations, you know that already the guards are observing the work-to-rule movement. Before that, some trains in the NF Railway have already been cancelled. I have brought several telegrams which I want to mention here. Yesterday, I got a telegram which says :

"HARMOHAN DAS CONVENER UNITED COMMITTEE OF RAILWAYMEN PABITRA MAJUMDAR AITT CHATTERJEE MALIGAON NIRMAL GOSWAMI GUARD BADARPUR ALL UCR LEADERS BARDALAL BASUMATARI LOCOMEN GAUHATI ARRESTED MISA—".

That is, the Maintenance of Internal Security Act—"INTERVENE RELEASE."

I have sent a copy of this telegram to the Railway Minister. Two days before, I got another telegram which reads :

"HARAMOHAN DAS CONVENER UCR NF RAILWAY HAS BEEN ARRESTED ON 4-3-74 ALONG WITH 34 LOCOMEN. 600 LOCOMEN HAVE BEEN PUT UNDER SUSPENSION RESENTMENT PREVAILING..."

I got another telegram which reads :

"DIVISIONAL SUPERINTENDENT ALIPURDUAR JUNCTION PROVOCATES PEACEFUL EMPLOYEES BY ILLEGALLY TRANSFERRING R C DE STATION CLERK VIOLATING

[Shri Samar Mukherjee]

MEDICAL MANUAL IMMEDIATE INTERVENTION SOLICITED."

Yet another telegram which I got says as follows :

"NIRMAL GOSWAMI CONVENER RAILWAY COORDINATION COMMITTEE ARREST ON FOURTH MARCH MIDNIGHT FROM KARIMGANJ RUNNING ROOM."

Another telegram says :

"14 RAILWAYMEN ARRESTED GAUHATI STOP HARAMOHANDAS CONVENER UNITED COMMITTEE OF RAILWAYMEN REARRESTED AFTER RELEASE ON BAIL..."

He was arrested for a second time. He was released on bail but again re-arrested Even the non-loco-running staff are arrested and re-arrested to suppress the movement

Now, the question is, why the railway authorities are adopting this method More than 600 people have been suspended. According to the previous telegrams, a copy of which I have sent to the Railway Minister, more than 100 men have been arrested, and arrests are going on under the Maintenance of Internal Security Act. What are their faults ? Their faults are that they wanted to execute 10-hours duty. You know in the struggle of last August, this was one of the main demands of the locomen. They were to work for 12 hours to 20 hours at a stretch and that these hours should be reduced For a long time they were demanding that the hours should be reduced to 10. So, ultimately, after a long struggle, there was an agreement in August last that the 10 hours duty should be executed. In that agreement it was categorically stated that within six weeks the mode and method will be finalised The agreement says that "the duty hours would be reduced to 10 hours at a stretch and the mode and manner of reduction would be finalised within six weeks by the Grievances Committee." After that agreement, the strike was called off, but the terms were not executed. After that, another round of strikes was forced upon the locomen in December. After that, there was another agreement. I have a copy of the agreement and Mr. Qureshi is one of the signatories to that agreement. I am reading out that agreement. This agreement has been arrived at on the 20th January, 1974. It says :

"The Loco Running Staff Grievances Committee reviewed the implementation of 10-hours working in the Indian Railways in its three day deliberations in New Delhi."

That was after the struggle. It says further :

"A final decision was taken in today's meeting that the implementation of 10 hours working for Loco Running Staff on All India Railways, *i.e.*, trains of all descriptions excepting Mail and Express, where implementation has already commenced, will be started from 15th February 1974, wherever possible. It was further decided that the Committee will make an on the spot practical study of a few Divisions with different working conditions Every effort will be made and practical possibilities worked out by both sides to see whether the three-year period for full implementation as announced by the Government can further be reduced"

The spirit of the agreement was that both sides will try to implement it and co-operate with each other. Unfortunately this is not liked by the bureaucracy, particularly the Railway Board. That is why this thing has started in the NF Railway. Hon. Members will remember that in December there was much debate and hot temper inside the House. At that time the NF Railway was completely peaceful and there was no strike ; there was some understanding with the General Manager of the NF Railway that the ten-hour working would be implemented in the NF Railway peacefully. The General Manager gave an assurance that it would be implemented. When the Locomen found that the Railway Board was not interested in the implementation of the agreement, they told the grievance committee long ago that in such an eventuality they would be forced to implement the ten-hour duty on their own.

I have here a telegram which reads as follows : "As per agreement with General Manager NFR with us on 27th January to implement ten hours duty from fifteenth February stop one hundred and twenty running staff suspended or arrested on demand relief on ten hours duty more than four hundred suspended in NFR stop penal transfers also stop several trains cancelled motivated to create public discontent stop situation grave stop."

By mysterious methods the General Manager has backed out and started proceedings against loco running staff. That is why a situation has been created with largescale arrests, suspensions and penal transfers. It will not create any healthy relations between the management and the railway staff. I warn that the situation will further deteriorate.

I also want to draw the attention of the hon. Deputy Minister of Railways to another thing. On 13-2-1974 there was a meeting of the sub-committee of the grievances committee and one of the members of that committee complained that he received notice for that meeting on 16th February, 1974.

I have seen the postal stamp on the cover, bearing the date 16-2-73. So, this has been wilfully done and the letter has been posted from Delhi only on the 13th The purpose was to sabotage the meeting of this sub-Committee. Further, no passes were issued to them. Even though the members were asked to attend the meeting, they were not issued passes. If this is the attitude, how can we say that the Railway Administration is interested in implemeating the ten hour duty ?

According to another complaint, which I have received from one of the Members, on the 25th of February the locomen led one deputation to Mr. B. B. Lal, who is a Member of the Grievances Committee demanding implementation of the ten hour duty. At the Grievances Committee meeting, Mr. Lal reported that it will not be difficult to implement the ten hour duty in Howrah Division. But, when the loco men went on deputation to him, he refused to talk to them and his reply was 'I have not been sent a copy of the agreement which was arrived at on 20th January, 1974 regarding implementation of the ten hour duty.

I would also like to draw the attention of the Railway Minister to another matter. You know, there was a big convention convened by the AIRF, and all the category-wise unions excepting the NFIR attended. They demanded unanimously that all long-standing demands of the railway men, including their trade union rights and other demands must be met and one important demand was the right to negotiate. After the last December struggle, it was decided that the Loco Running Staff Association will be given the right to represent their cases at all levels. But, in the case of NF Railway, the Loco Association have not been given the right to negotiate with the General Manager for coming to an understanding regarding this ten hour duty. This is a glaring example of the violation of the agreement. A resolution was passed at the convention unanimously. I think the Government also is in possession of that resolution. The convention has resolved that all railway men should be treated as industrial workers with full trade union rights including the right to negotiate It has also resolved that the working hours of all railway men should not exceed eight hours per day. The loco men are fighting for ten hours. There has been a categorical assurance and there has also been in agreement to this effect. But the Railway Administration is refusing to implement the agreement. The railway men have demanded eight-hour duty and the right to negotiate and they have also demanded that all victimisation cases should be withdrawn. These are the demands on the basis of which this conventions has served a notice on the Government that unless before the 10th April all these demands are met, the railway men are free to go on continuous strike throughout India after that date. You will have to concede their demand for ten-hour duty. You will have to release all the railway men who were arrested

[Shri Samar Mukherjee]

and you will have to take back all those who were suspended and the order of penal transfers should have to be revoked. The Government seems to be pursuing a policy of repression and of conceding to demands only under compulsion. This is the policy you are pursuing. There is still time to learn from past experiences. You should do something before the situation worsens further. As per the policy of the Government, the Railway Administration wants to prepare an army of blacklegges. You want to encourge blacklegges and to double the strength of the Territorial Army, to counter the moves of railway men These anti-working class and anti-people policies pursued by the Railway Administration must be changed. Otherwise the situation will worsen further

SHRI A. K. M ISHAQUE (Basirhat): Mr. Chairman, my colleague, Shri B. K. Das Chowdhuri, was dealing with what should be the Government's policy with regard to the extension of railway lines to backward areas. For want of time, he could not deal with that subject in the minutes detail. To my mind, this subject is a very important one. So, I shall pick up the thread from him.

Till the other day the policy was to see that there should be commercial viability for extension of railway lines to any particular zone. But there has been a change in the policy and the Government have declared the other day that they will look into not only the commercial viability but they will run it as a public utility service and the interests of the backward areas will also be considered.

We have a zone in West Bengal known as Sunderbans, which literally means beautiful jungles or forests. It is a vast tract which is a gold mine. I will not be describing Sunderbans properly, if I were to call it only fertile it is a gold mine. The entire area can be brought under cultivation. At present we have only one crop in the entire Sunderbans. There can be three crops. Then, the area under cultivation can be increased and thereby the poor people of that area can be made to prosper. West Bengal is a deficit State and if we make full use of this area for cultivation, then the deficit of the State can be met to some extent.

Then, there is tremendous scope for developing poultry in that area. Only because of lack of communication from this beautiful area to Calcutta or other commercial centres, nothing can be grown there. Now the entire area has only one crop and no poultry is developed. Further, there is tremendous scope for growing cotton in that vast area That cultivation cannot be taken up now because there is no communication system and so the products cannot be marketed. The result is that though this is a gold mine with tremendous possibility, it is being totally neglected.

In this connection, I would make an appeal to the Railway Minister to consider the proposal sent to the Railway Ministry by the Sunderban Development Board which is a statutory Board, for the extension of four railway lines into the Sunderban areas. They are the extension of the Lakshimkantapur-Kakadwip line, the Hamabad-Pratapadityanagar line, the Canning-Herobhanga line and the Champakali-Dhamakhali line. These four lines will come to about 60 miles in length. If these projects are undertaken, if these extensions are made, the entire area will improve and the deficit that we are suffering from in West Bengal can be met to some extent

I represent a backward constituency. I have only one railway line in my constituency from Hasnabad to Barasat, which is only 14 km from Sealdah. Hasnabad is another 30 to 35 km from Sealdah. Yet, the people of my constituency have to get down at Hasnabad and then take a new train for going to Sealdah. I have been persistently making a request that there should be direct communication between Hasnabad and Sealdah. I am making that appeal to the Railway Minister even now Let him have some consideration for the poor people of my constituency. It will not cost him very much. Since the railways have

been giving one excuse or other, I am making an appeal to him to over-ride their objections and give us this line now

I also made a proposal for setting up a new station at Jaffaurpur. The Minister assured me that he would sympathetically consider the proposal I am making again a personal appeal to him to see to it that the station is set up I know the difficulties that the people of the area are facing by not having a station there

Before I go to Railway finance I will take only a minute to refer to a very important matter The Martin Railways have been wound up There was a promise given by the then Railway Minister Mr Nandaji, that all of the employees will be absorbed and, since they were working in and around Calcutta, they will be absorbed in the Eastern Railway or in the South Eastern Railway so that they are not displaced Now they have been absorbed but they have not been absorbed in the Eastern Railway or in the South Eastern Railway Some of them have been absorbed in the Western Railway and some of them in the Southern Railway The promise made by the then Railway Minister in this august House has not been implemented by the Railway Board The matter cannot be more regrettable than this that the promise made by the hon. Railway Minister in this august House is not implemented by the Railway Board. So, I appeal to the hon Railway Minister to see from the proceedings of this House if this promise was given and if this promise was made, I would request him to implement this promise and to absorb all those unfortunate employees in the Eastern Railway or in the South Eastern Railway. Otherwise, our peace will be disturbed by that.

This year, we have been presented with a deficit budget of Rs. 99.75 crores. We have adopted the traditional methods of meeting this gap by increasing the fares and freights. May be, that was the last resort, But I want to make some suggestions to the hon. Minister to meet the gap that we have to face this year. I am just making an enquiry from the Railway Board : Are we making full utilisation of the wagons that we have ? If we are not making full utilisation of the wagons that we have, let us calculate how much we would have derived from full utilisation of the wagons I am not going into the details as I do not have much time at my disposal I am just making an enquiry. Let them make an enquiry.

Then, there is the question of pilferage so widely known in the country. To plug the pilferage, we have set up the Railway Protection Force. As my hon. friend Mr. Das Chowdhury, was saying, it has assumed a different name Only two years ago, our cost on the maintenance of the Railway Protection Force was about Rs 9 crores and at that time, we had to pay Rs 23 crores as compensation for property lost in transit After 2 years, the cost of maintenance of the Railway Protection Force has gone upto Rs. 13 crores, that is, the cost has gone up by Rs. 4 crores. What is the cost of compensation that we are paying now ? At the moment, the demurrage that we are paying is Rs. 36 crores So, I put a question to the Railway Board as to what benefit we have derived by spending more money on the Railway Protection Force Simple logic suggests that, while we spend more money on protection force to plug pilferages, the pilferages should have been plugged, but, on the other hand, what we are seeing is that the compensation for pilferages is increasing every year I would make an earnest appeal to the Minister to look into this question and devise suitable methods so that we can utilise the resources that we have at our disposal in the best possible manner.

In the present Budget there is a proposal to increase the cost of platform ticket from 25 paise to 50 paise This has given rise to big joke To purchase a platform ticket one has to pay 50 paise. But if one purchases a travelling ticket, he has to pay only 30 paise The joke is that I will purchase a travelling ticket for 30 paise, enter the platform, see my relatives off, then come out of the platform, return the ticket and get back the money. This is

[Shri A. K. M. Ishaque]

a penny-wise-pound-foolish policy. I request the hon. Minister to look into this joke also and do something about it, if possible.

I thank the Railway Minister for presenting this Budget and I appeal to him to consider the suggestions that I have made.

SHRI ANNASAHEB GOTKHINDE (Sangli) : Mr. Chairman, Sir I congratulate the Railway Minister for presenting this Budget under difficult circumstances. We are told that the Railways will continue *to play a predominant role in India's transport* economy. But the rider that sets off this conjecture is that the provision for new lines in the Fifth Plan period is to the tune of only Rs. 100 crores The Railway Minister raised new hopes in the minds of the people representing backward areas when he presented his last year's budget and invented a new theory regarding deliberate developmental expenditure which is elaborately mentioned on page 17 of his last year's budget speech. The same thing has been continued in this year's budget also; I am quoting from page 16 of this year's budget :

> "Experience has shown that generation of traffic for such areas follows the development of transport infra-structure facilities."

Then he gives a number of proposals that he has introduced. I would appeal to him to compare the new lines that he proposed in the last year's budget with what he has mentioned this year. I would draw his attention to para 42 of his last year's speech where he says :

> "In addition there are certain important works of new lines and conversions presently under examination and active consideration of the Government, and some of these works are . . ."

Then he gives a list of seven items. In his speech this year, at page 12, he says :

> "In furtherance of this approach, it is now proposed to take up construction of the following new lines and gauge conversion projects in 1974-75."

But, unfortunately, as regards the conversion which was 'under active consideration' in his last year's speech, conversion of Miraj-Latur line from narrow gauge to broad gauge, no reference has been made to taking up of this particular work this year. Last year we were told that other works had been undertaken but this particular work would be taken up as a drought-relief work along with others and I was told in December last that the traffic-*cum*-engineering survey of the line had just been started. What has happened to that ? I would like to know whether this line is going to be taken up ultimately or not. I want to make a reference to this particular line mentioned in page 13 where some new lines have been mentioned and this particular line is simply mentioned as Miraj-Latur line. Whether it is a new line, or whether it is a gauge conversion—nothing has been mentioned. The portion that causes worry is the last proviso. The proviso says :

> 'I would like to take up the construction of these lines during the Fifth Plan, but this would depend upon the availability of resources. The present allocation during the Fifth Plan for construction of new railway lines is not sufficient for this purpose."

Ultimately it comes to that. With all the hopes created last year it is not possible for the Railway Ministry to take up this conversion work during the whole of the Fifth Plan period. He has given a list of the additional lines—12 in number—mentioned on page 13. By this, I ask, is the Railway Ministry not creating vague hopes in the minds of the people residing in those backward areas ?

16 hrs.

I refer to this Miraj-Latur line. It passes through three of the most backward areas in the districts of Maharashtra—Sangli,

Sholapur and Osmanabad. Unfortunately, these are the three most normally affected drought-prone areas of Maharashtra. If this deliberate development expenditure theory is not going to be of any help to this particular line which was committed in the last year's Budget speech and there is no hope or indication whether that will be taken up definitely during this year or in the subsequent Plan, how can one escape saying that the list given in page 13 of 12 new lines simply creates vague hopes in the minds of the people residing in backward areas. I ask the Railway Ministry whether the delay in the implementation of these projects will not entail cost escalation. Again I would appeal to him to take up this conversion work immediately.

Next, I would refer to one more aspect of his speech. It has been started that the impact of the Third Pay Commission's recommendations would be to the tune of more than Rs. 100 crores for a full year I am stressing this particular aspect of the Railway Budget because with regard to the amenities that would be provided to the travelling public, it has been stated that Rs. 4 crores per year were spent during the Fourth Plan period and the same tenor would be continued in the Fifth Plan. Though the freight rates on foodgrains have not been increased for which I must thank him, the increase in the freight rates, passenger fares and miscellaneous charges will bring a total additional revenue to the Railways to the tune of Rs 136 crores. One wonders whether these higher rates mean merely the transfer of cash out of the passengers' pocket to that of the railway employees only because they are going to be paid to the tune of more than Rs. 100 crores per year. Comparing these figures with the figures that are provided for amenities to passengers, I think more should be done for giving sufficient amenities to the travelling public.

And now, Sir, I would come to a few suggestions. I would request the Railway Minister that the proposed increase of 5 paise upto a distance of 25 k'ms be kindly withdrawn. There is a proposal which he has made for the increase in the cost of the platform tickets from 25 paise to 50 paise and he has said in his speech that it would prevent the flocking of visitors in the Railway Platforms. What I would request the hon. Minister is this. This proposed increase should be restricted to only very important railway stations where the flocking of visitors is intended to be curbed There are very many small stations on the Indian Railways where the visitors do not flock and it is not necessary to increase the Platform Tickets on those stations.

There is the booklet, Indian Railway—Central Facts and Major Problems, February, 1974 in which it is stated at page 45 as follows. This is regarding the new production units for the wheel and axle plant. It says :

> "For the Wheel and Axle Plant two agreements were envisaged, one with USA firm for the manufacture of cast wheels and the other with Czechoslovakia firm for Axles These are in the process of finalisation"

My suggestion is that there is a junction named Miraj in my constituency and all the three gauges are there, the broad gauge, the metre gauge and the narrow gauge. There is sufficient land, ample water, requisite electricity, transport infra-structure and cheap labour The municipal authorities and the State Government would be too willing to render the necessary help in the matter. I would request the hon. Minister that at least one of these units should be located at Miraj and necessary survey should be conducted in that respect.

Now I want to say about the inclusion of Sholapur division in the Central zone. A committee was set up in this regard and I hope that the Committee would accede to this demand, and necessary steps would be taken in the matter.

My last point is this. You would remember that the world famous Ravi

[Shri Annasaheb Got-khinde]

Shankar had to purchase a ticket for his sitar instrument also when he travelled by plane in the continent of Europe which is equivalent to one passenger ticket. I am here championing the particular cause regarding the people who reside at Miraj in my constituency. This place is a famous place for manufacturing various stringed musical instruments like sitar. You would be surprised to know that the price of manufacture of one sitar comes to Rs. 120 to Rs. 125; the price at which it is to be sold to Bombay merchants comes to Rs. 135 to Rs. 140. The cost of transport of one single sitar comes to Rs. 12 per sitar from Miraj to Bombay. It is a small-scale industry and very many people are engaged in this industry. The people have been clamouring for the last so many years that this particular instrument should be charged on its actual weight and not on the other category in which it is charged now. It is a question of their life and death. I would request the hon. Railway Minister to look into the matter personally. He has promised to relieve the distress of these small-scale manufacturers. I hope he will look into this personally and that he will do the needful in the matter. Thank you.

श्री सो० डी० गौतम (बालाघाट) : सभापति महोदय, पहले सबसे बड़ी बात तो आप के सामने मैं यह रखना चाहता हूं कि हमारा जिला बालाघाट मध्य प्रदेश में है और वहां पर बड़ा भारी तांबे का भंडार मिला है जहां कि 8 करोड़ टन का एस्टीमेट अभी तक किया गया है और उस के आगे और बढ़ने की आशा है। मलाजखंड उस माइन का नाम है। वहां से लेकर बैहर, उकवा जहां कि पब्लिक सेक्टर की मैंगनीज और इंडिया लिमिटेड की बहुत बड़ी खदान है और भरवेली जहां इसी मैंगनीज और इंडिया लिमिटेड की दूसरी बड़ी भारी खदान है वहां तक एक लाइन बना दी जाय तो बालाघाट जिले को भी फायदा होगा और वह पूरा आदिवासी क्षेत्र है, इस में बसने वाले आदिवासियों की भी इस से बहुत उन्नति होगी। वहां पर जंगल का भी उत्पादन काफी होता है। अगर वहां रेल हो जायगी तो वह भी वहां से अच्छी तरह ढोया जा सकेगा।

रेलवे में पहले भी ऐसा तय किया गया है कि नैरो गेज लाइन को ब्राड गेज लाइन में परिवर्तित किया जाय। जबलपुर से गोंदिया और गोंदिया से चन्द्रपुर नेरो गेज लाइन है। अगर वह ब्राड गेज में परिवर्तित कर दी जाय जैसा कि मैं समझता हूं रेल मंत्रालय द्वारा तय कर लिया गया है तो एकदम बाराणसी, इलाहाबाद जबलपुर बालाघाट गोंदिया, चन्द्र पुर और मद्रास ये सब जुड़ जायेंगे और दूरी भी कम हो जायगी। इस तरह से उत्तर प्रदेश, भारत का उत्तरीभाग, दक्षिणी भाग से, मद्रास इत्यादि से बिल्कुल जुड़ जायेगा और इधर इलाहाबाद, बाराणसी आदि में भी दक्षिणी लोग जो काफी संख्या में रहते हैं उन को बहुत सुविधा हो जायेगी।

इसी तरह से जबलपुर से नयनपुर, शिवनी, छिंदवाड़ा, नागपुर यह भी नेरो गेज है, इस को भी ब्राडगेज करना चाहिये और नयनपुर से मण्डला तक भी नैरो गेज को ब्राड गेज में परिवर्तित करना चाहिये।

उत्कल एक्सप्रेस सप्ताह में दो बार अभी चलती है। परन्तु पैसेंजर्स उस में बिहार के होते हैं, उड़ीसा के होते हैं, मध्य प्रदेश के होते हैं और सिर्फ दो दिन उस के चलने से उन की तकलीफों का निपटारा नहीं हो सकता है। इसलिये उत्कल एक्सप्रेस को रोजना चलाना अच्छा होगा।

बालाघाट जिले के लोगों की बहुत पहले से जो मांगें चली आ रही हैं आप के पहले के रेल मंत्रियों के सामने उन्हें मैं प्रस्तुत कर चुका हूं। वह यह हैं कि कटंगी से तिरोड़ी तक कोई रेलवे लाइन नहीं है। बालाघाट से कटंगी तक नैरो गेज है और तिरोड़ी से तुमसर रोड तक ब्राडगेज है। तो कटंगी से किरोड़ी तक एक नई लाइन बना दी जाय जिस के अन्दर सिर्फ 8 मील का फासला है। तुमसर रोड बम्बई, हावड़ा मेन लाइन पर है। इस के आसपास मैंगनीज की खदानें हैं

और अन्न का अच्छा उत्पादन होता है। जंगल का भी अच्छा उत्पादन होता है। इसलिये वहां के इस को जोड़ना बहुत ही उपयुक्त होगा।

वैगन्स के बारे में मुझे यह कहना है कि कई बार रेलवे बोर्ड को वेगन्स के बारे में मैंने लिखा। आप से पहले के मंत्री महोदय को भी लिखा क्यों कि हमारे यहां पर बास बहुत काफी तादाद में होता है। बिरला की वहां फैक्ट्री तो नहीं है लेकिन वह वहां से बास बहुत सा ले जाते हैं। वहां पर दूसरे व्यापारियों को पर्याप्त वैगन नहीं मिलते हैं और अभी भी रेलवे मंत्रालय का कोई आदमी चल कर देख सकता है, हाउबाग रेलवे स्टेशन पर बहुत सारा बास पड़ा हुआ है। नैरो गेज से तो वह चला जाता है। लेकिन ब्राड-गेज जो जबलपुर में है वहां पर वैगन नहीं मिलते हैं और इसलिये बहुत सा बास सड़ गया है और उपयोग में आने लायक नहीं रह गया है।

साउथ ईस्टर्न रेलवे का हैडक्वार्टर नागपुर में है जो कि साउथ ईस्टर्न रेलवे का टर्मिनस है और साउथ ईस्टर्न रेलवे नागपुर से कलकत्ता तक है। बेहतर यह होगा कि कि हैडक्वार्टर जो नागपुर में है वह बिलास-पुर या रायपुर में कर दिया जाय जो कि सेंट्रल प्लेस हैं और डी० एस० हैडक्वार्टर हैं। इस से वहां पर बड़ी सुविधा हो जायेगी।

रेलवे में बहुत सा पिलफेज होता है, कई प्रकार की शिकायतें होती हैं। अभी मुझे थोड़ा इस चीज को देखने का मौका मिला। एक दिन कोई 20 पैसेंजर बिना टिकट के बालाघाट उतरे। अनायास मैं वहां पर चला गया था। उन में एक आदमी जो मुझे अपनी पहचान का मिला उससे मैं ने ऐसे ही पूछा तुम लोग कैसे आये तो उस ने बताया कि हम टिकटें खरीदने गये तो बुकिंग क्लर्क ने कहा कि बालाघाट का टिकट तो नहीं है। पैसे हम ने रेलवे कर्मचारियों को दिये। गार्ड ने टिकट कलक्टर को जो गेट पर था बोल दिया कि इन को जाने दो और हम निकल आये। तो यह तो एक उदाहरण है। यह रोज का धन्धा है और कोई बालाघाट में नहीं, सारे हिन्दुस्तान में यह हालत है। केवल मंत्री महोदय के ध्यान में मैंने इस चीज को ला दिया कि कुछ कर सकें तो करें। पार्सल इत्यादि में रेलवे वाले कीमती चीजें निकाल कर उस की जगह पर पत्थर इत्यादि उसी वजन का डाल देते हैं। कहीं कहीं फाल्स क्लेम्स व्यापारियों ने किए तो उसमें भी डिग्री हो जाती है। कहीं-कहीं रेलवे वाले क्लेम को ऐक्सीड भी कर लेते हैं। किसी किसी केस में अपील फाइल करने की जो मियाद होती है उस को टाइम बार कर देते हैं और अपील फाइल नहीं हो पाती।

दूसरी बात मैं यह कहना चाहता हूं कि जबल-पुर से गोदिया और गोदिया से जबलपुर जाने वाली जो रात की गाडियां हैं वह पहले हट्टा रोड स्टेशन जो बीच में पड़ता है वहां पर ठहरती थी। लेकिन कुछ समय से उन का वहां ठहरना बन्द कर दिया गया है। हट्टा रोड से उस गाडी में बैठने वाले एक तो विद्यार्थी लोग होते हैं जो गोदिया जाते हैं या बालाघाट जाते हैं, या सरकारी कर्मचारी होते हैं या दूध बेचने वाले होते हैं। तो अब जब ये गाडियां वहां नहीं ठहरती तो उन को इस से बड़ी असुविधा होती है। इसलिये मेरी प्रार्थना है कि लोगों की तकलीफ दूर करने के लिये हट्टा रोड पर भी जबलपुर से गोदिया और गोदिया से जबलपुर जाने वाली रात की गाडियों को ठहराने की कृपा करें।

और भी एक बात मुझे निवेदन करनी है। गोदिया से जब बालाघाट आते हैं तो सरेखा के पास बाल्घाट में एन्ट्रेंस है, वहां पर रोड और रेलवे लाइन की क्रासिंग है। उस स्थान पर एक ओवर ब्रिज की बहुत आवश्यकता है क्योंकि अक्सर वहां आधे आधे घंटे तक ठहरना पड़ जाता है। खुद डेवर साहब को जो आल इंडिया कांग्रेस कमेटी के प्रेसीडेंट थे, वहां पर रुकना पड़ा गाड़ियों की क्रासिंग की वजह से और बहुत से मंत्रियों को रुकना पड़ा है। इसलिये वहां पर ओवर ब्रिज बनाना बहुत जरूरी है। हम को एक लेटर आप के पहले के मंत्री महोदय का मिला जिस में उन्होंने कहा है कि हम ने इसे मंजूर कर लिया है, अब स्टेट गवर्नमेंट इसे मंजूर कर ले तो आगे काम

हो। तो स्टेट गवर्नमेंट ने भी उसे मंजूर कर लिया है। लेकिन काम अभी तक शुरू नहीं हुआ है। मेरा निवेदन है कि काम वहां पर अब चालू किया जाय।

16.20 hrs.

RE. ALLEGED PREVENTION OF VISITORS FROM MEETING MEMBERS OF PARLIAMENT

श्री अटल बिहारी वाजपेयी (ग्वालियर) : सभापति महोदय, मैं नियम 340 के अन्तर्गत एक महत्वपूर्ण मामला इस समय उठाना चाहता हूं और मांग करता हूं कि ये चर्चा थोड़ी देर के लिये स्थगित कर दी जाये....

MR. CHAIRMAN : I have received your notice. It does not come under rule 340 because under rule 340 there can be an adjournment if the discussion going on is on a motion. The discussion now is not on a motion but on a Budget which is dealt with under a separate provision. Therefore, it does not come strictly under rule 340 under which there is no provision for adjourning the discussion except when the discussion is on a motion. Therefore, I do not feel that your notice is strictly in order. But the matter you have raised is undoubtedly of a serious nature. Therefore, you should refer to the Speaker. The Speaker is going to make an inquiry. After the inquiry, we will know the position and let you know about it.

श्री अटल बिहारी वाजपेयी : मगर आप मुझे बताने तो दीजिये। स्पीकर साहब किस बात की एन्क्वायरी करेंगे।

MR. CHAIRMAN : Since you have given notice, I can permit you a few minutes, but there will be no adjournment of the discussion.

श्री अटल बिहारी वाजपेयी : यह तो आप के अधिकार में है।

MR. CHAIRMAN : As the matter is serious, I am permitting you a couple of minutes.

श्री अटल बिहारी वाजपेयी : सभापति जी, यहां गुजरात के कुछ विद्यार्थी पार्लियामेंट के मैम्बरों से मिलने के लिये आये थे और उन्होंने मेम्बरों के नाम चिट भेजी, लेकिन वे चिटें मैम्बरों तक नहीं पहुंचने दी गईं, सिक्योरिटी स्टाफ ने वे चिटें वहीं रोक लीं। इतना ही नहीं, मैं सदन में मौजूद था, लेकिन मेरे बारे में उन विद्यार्थियों से कह दिया गया कि मैं सदन में नहीं हूं। नतीजा यह हुआ कि वहां तनाव पैदा हो गया, विद्यार्थियों और सिक्योरिटी स्टाफ में गड़बड़ हुई, पुलिस बुलाई गई, मैजिस्ट्रेट बुलाये गये और जो विजिटर्स वहां आये थे, उन सब को रिसेप्शन आफिस खाली करने के लिये कह दिया गया।

मैं समझता हूं कि पार्लियामेंट के मैम्बरों को किसी भी विजिटर से मिलने की छूट है, पार्लियामेंट के मेम्बर चाहें तो किसी विजिटर से मिलें या न मिलें, लेकिन सिक्योरिटी स्टाफ को यह अधिकार नहीं दिया जा सकता कि वह कहे कि मेम्बर नहीं है, जब कि मेम्बर सदन में मौजूद है। गुजरात के विद्यार्थी मेम्बरों से मिलने आये थे। वे गैलरी में जा कर गड़बड़ करें—ऐसा हममें से कोई भी नहीं चाहेगा लेकिन सिक्योरिटी स्टाफ—माफ कीजिये मुझे कहते हुये दुख हो रहा है—अपनी सीमा को पार कर गया। पार्लियामेंट के मेम्बरों और विजिटर्स के बीच में किसी को आने नहीं दिया जा सकता। यह तो एक कर्टसी का काम था कि अगर कोई मेम्बरों से मिलने के लिये चिट भेजता है तो वह चिट मेम्बरों तक पहुंचा दी जायें, लेकिन आज तो तमाम चिटें रोक ली गईं। विद्यार्थियों से कह दिया गया कि मेम्बर हाउस में नहीं है, इस से परिस्थिति बिगड़ी।

मैंने प्रिवलेज का मोशन दिया हुआ है और जैसा आप ने कहा है कि स्पीकर महोदय जांच करेंगे—यह पार्टी का सवाल नहीं है। आज यह मेरे साथ बीता है, कल किसी और के साथ भी बीत सकता है। हम सिक्योरिटी स्टाफ को इस तरह का आचरण करने की छूट नहीं दे सकते।

MR. CHAIRMAN : This is not a party matter. Therefore, the whole matter will be inquired into. Undoubtedly, if there

is any breach of privilege of any member, steps will be taken to maintain that privilege.

RAILWAY BUDGET, 1974-75 GENERAL DISCUSSION—*Contd.*

श्री राम जगत पासवान (रोसेरा) सभापति महोदय, मैं सर्व प्रथम रेल मंत्री महोदय को बहुत धन्यवाद देना चाहता हू, जिन्होंने समाजवादी ढांचे पर बजट का निर्माण कर रेलवे में विकास और प्रशासन में सकुशलता लाने का अथक प्रयास प्रारम्भ कर दिया है। रेलवे जो कि राष्ट्र की रीढ है, हमारे हर विकास का आधार स्तम्भ है और जनसेवा से निकटतम सम्बन्ध रखनेवाली सम्पत्ति है। इसी लिये हमारे मंत्री महोदय का ध्यान उन पिछडे इलाको के विकास की ओर गया जहा अभी तक विकास का कोई भी कार्य होने नही पाया था, आजादी का कोई भी लाभ उन क्षेत्रो को छू नही पाया था। मिसाल के तौर पर मकरी हसनपुर रेलवे लाइन की स्वीकृति, लोकहा झझरपुर रेलवे लाइन की स्वीकृति—ये लाइनें उन क्षेत्रो से गुजरेगी जो विभिन्न दुखदाई नदियो के आंचलो में, दलदला से फली हुई थी। जहां के नागरिकों को रेल पकडने के लिये 4 मील के बदले 40 मील की दूरी तय कर के आना पडता था। ये रेलवे लाइनें कृषि, व्यापार और आवागमन की महत्वपूर्ण भूमिका अदा करेंगी। साथ ही यह काम उस समय होने जा रहा है जिस समय उत्तर बिहार अकाल की स्थिति से गुजर रहा है, इस काम के शुरू होने से हजारो मजदूरो, नवयुवको को रोजी रोटी की सहायता मिलेगी।

मैं इस समय रसड़ा स्टेशन के बारे में भी चर्चा करना चाहता हूं। रसड़ा अब सब-डिवीजनल हेड क्वार्टर का शहर बन गया है। पहले एक साधारण शहर था, लेकिन अब वहां पर कालिज, अस्पताल, कचहरी, आदि सब कुछ हैं, एक म्युनिसिपल बोर्ड है। इस से बार बार मंत्री महोदय से आग्रह किया है कि जो भी तेज गाड़ियां वहां से गुजरती हैं उन को इस स्टेशन पर भी रोका जाये यद्यपि गाड़ियां पहले ही बहुत कम हैं, फिर भी जो हैं, उन को इस स्टेशन पर अवश्य रोका जाना चाहिये। खास कर 'जी० एल०' के लिए तो वहां की जनता बहुत दिनो से आग्रह करती आ रही है, इस का स्टापेज वहां अवश्य होना चाहिये। मंत्री महोदय से आश्वासन भी मिल गया था, लेकिन पता नही अधिकारी लोग हेड क्वार्टर में बैठे बैठे गलत रिपोर्ट देते हैं, जिस से जनता की मांग पूरी नही होती। इस लिये मैं आग्रह करूंगा कि रसड़ा स्टेशन पर हर तेज चलने वाली गाडी रुके।

सिमड़िया घाट गंगा के उत्तरी किनारे पर है, वहा हर समय लाखो यात्री गंगा स्नान के लिये एकत्रित होते हैं लेकिन टिकट कटाने के लिये उन का चार मील दूर जाना पडता है। वहा की जनता की मांग है कि वहा पर स्टेशन बनाया जाना चाहिये, यात्रियों के ठहराव के लिये वहा पर प्लेटफार्म होना चाहिये। वहा पर पहले पदाधिकारीगण भी भेजे गये थे, लेकिन पता नही क्यो वह कार्य अभी तक प्रारम्भ नही हुआ है—इस लिये मेरा आग्रह है कि यह कार्य जल्द से जल्द प्रारम्भ होना चाहिये।

तीसरी बात उत्तरी बिहार से बैजनाथ धाम के लिये धार्मिक दृष्टिकोण से लाखो यात्री जाते है, लेकिन दरभगा से लेकर बैजनाथ धाम तक कोई डायरेक्ट ट्रेन नही है—मेरा आग्रह है कि वहां एक डायरेक्ट ट्रेन चलाई जाये।

समस्तीपुर से जयनगर तक ब्राड गेज लाइन बनाने के बारे में बहुत दिनो से चर्चा है लेकिन अभी तक कुछ नही हुआ है। यह बहुत पिछडा हुआ इलाका है, इस लाइन के खुलने से जनता को बहुत सुविधा हो जायेगी। मेरा आग्रह है कि इस ब्राडगेज लाइन का निर्माण शीघ्र प्रारम्भ किया जाय।

सभापति जी, यद्यपि मंत्री महोदय का ध्यान पिछड़े और हरिजन वर्ग को उचित स्थान देने की ओर काफी गया है और वे सदैव उन को उचित स्थान दिलाने के लिये सतर्क रहते है फिर भी मैं आग्रह करूंगा कि ग्रुप 4 और ग्रुप 1 की नियुक्तियो में बहुत धांधली हो रही है— इस

[श्री राम भगत पासवान]

और उन का विशेष ध्यान जाना चाहिये। क्लास 4 के लिये कोई कमीशन नहीं है, इस लिये हरिजनों को इन स्थानों पर नियुक्ति में काफी असुविधा हो रही है। मेरा आग्रह है कि उन के लिये जो कोटा निर्धारित किया गया है, वह उन्हें अवश्य मिलना चाहिये। इसी तरह से क्लास 1 की नियुक्ति में भी काफी पक्षपात होता है, हरिजनों को इस कैडर में जो स्थान मिलना चाहिये वह नहीं मिल रहा है। इसलिये इस समस्या की ओर मैं मंत्री महोदय का विशेष रूप से ध्यान दिलाना चाहता हूं।

रेलवे के अधीन जो कैजुअल लेबर में काम करते हैं, उन के भविष्य के बारे में शायद आप सोच रहे हों, लेकिन उन की स्थिति बड़ी दयनीय है। 8–10 घंटे काम करने के बाद उन को केवल ढाई या साढ़े तीन रुपये मिलते हैं। इस महंगाई के जमाने में इतनी कम मजदूरी से वे अपने 10-12 बच्चों का पालन-पोषण कैसे कर सकते हैं। मेरा आग्रह है कि उन्हें कम से कम 5 या 7 रुपये अवश्य मिलने चाहिये ताकि वे अपने बाल-बच्चों का पालन-पोषण कर सकें।

नार्थ ईस्टर्न रेलवे और ईस्टर्न रेलवे में गाड़ियों के समय की पाबन्दी के बारे में आप से आग्रह करना चाहता हूं। इन रेलों में समय की पाबन्दी बिल्कुल नहीं है, अधिकांश गाड़ियां 3 घंटे से 8-10 घंटे तक लेट चलती हैं, जिस से यात्रियों को बहुत असुविधा होती है। मैं चाहता हूं कि गाड़ियों का लेट चलना कम हो, वे समय पर अपने निर्धारित स्थान पर पहुंचें।

लोकोमैन स्ट्राइक का मुझे बहुत कड़वा अनुभव है। जनता के साथ खिलवाड़ करने वाले पदाधिकारी और कर्मचारी केवल अपना स्वार्थ देखते हैं और जनता की अवहेलना करते हैं। और जनहित की अवहेलना करते हैं। तो जो राजनीतिक दृष्टिकोण से चलने वाली यूनियनें हैं जो जनता के साथ खिलवाड़ करती हैं उन की मान्यता अवश्य खत्म कर देनी चाहिये।

सभापति जी, दो शब्द मैं आर० पी० एफ० और जी० आर० पी० के बारे में कहना चाहता हूं। इन दो दलों के होते हुये भी जहां कहीं गड़बड़ी होती है तो यह लोग समय पर नहीं पहुंचते हैं जिस से अपने काम में कार्यवाह नहीं हो पाते। इसलिये मेरा सुझाव है कि दो की जगह एक ही फोर्स होना चाहिये। अभी इन का अलग अपना एक ऐडमिनिस्ट्रेशन है, रेलवे स्टेशन मास्टर से इनका कोई सम्बन्ध नहीं है। जब कभी स्टेशन मास्टर इन को बुलाता है तो मनमाने ढंग से आते हैं। इसलिये स्टेशन मास्टर के अधीन इन को रखा जाये ताकि समय पर कार्यवाह हो सके।

जयनगर दरभंगा के बीच जो गाड़ियां चल रही हैं उनमें 10 बजे दिन और 12 बजे रात के बीच कोई गाड़ी नहीं चल रही है जिस से यात्रियों को काफी असुविधा होती है। इसलिये जयनगर और दरभंगा के बीच 10 बजे दिन और 12 बजे रात के बीच एक दो अधिक गाड़ियां बढ़ानी चाहियें ताकि यात्रियों को सुविधा मिल सके।

अन्त में मैं मंत्री महोदय के प्रति सकरी हसनपुर की जनता का आभार प्रकट करता हूं और उन्हें धन्यवाद देना चाहता हूं कि उन्हों ने इस पिछड़े हुये इलाके में सकरी हसनपुर लाइन देकर वहां की जनता को नया जीवन दिया है और नई आशा की रोशनी दी है।

SHRI INDRAJIT GUPTA (Alipore): There are two important matters to which I want to draw the attention of the Railway Ministry. First of all before the Railway Minister expects us to be convinced about his recital of the causes of the record deficit in the Railway Budget, he must satisfy us about some questions which have arisen in the public mind regarding the avoidable shortfall in revenues. I have no time to refer to the question of pilferage which has been referred to by many Members from all sides, pilferage of coal, of railway stores, of goods, or pilferage of overhead wires, nothing effective is being done about this.

He has not told us anything about the unrealised amount of siding charges. I charge the Ministry and the Railway Board with a calculated policy of giving concessions to big business and industry generally, in the matter of realising their legitimate dues from those people. I have the experience of South Eastern Railway where I can say in several divisions where large industrial plants are situated not only in the private sector but also in the public sector, lakhs of rupees are outstanding as siding charges over many years. Why is this not being collected, I want to know ? What is the pressure which is exerted on the Railway administration at divisional levels by the owners and the management of these industries as a result of which these huge amounts of money are lying unrealised as arrears of siding charges and they are not collected ?

Secondly there is the question of unrealised demurrage charges. Loaded Wagons remain un-cleared and un-loaded for days and weeks on end in sidings of various big junctions, by merchants, by traders and by industrialists whose goods and consignments are in those wagons. The Minister knows that this is an annual affair as far as Calcutta Shalimar yard is concerned. At the time of the Pooja festival every year—this is an open scandal; this is an open secret—that it is cheaper for the merchants and traders to keep their goods blocked in these railway wagons rather than to hire godowns in the city. This is a sort of a godown which is provided for them by you at a much cheaper rate. So, they refuse to clear the wagons for days and months on end. The demurrage charges pile up. To what extent, have these been realised ? How much arrears is lying unrealised ? We would like to know that.

I know that during the month of January and February this year, 1750 wagons allocated to various jute mills for consignments of raw jute, were lying uncleared in Howrah and Shalimar for about five or six weeks. I know the excuse of the jute mill owners will be that there was a strike on in the jute mills, and therefore, they could not clear the wagons because they did not know what to do with the raw jute. Anyway, that is a different matter, as far as the jute mill workers are concerned. I want to know what is the amount of demurrage charges for these 1750 wagons, which were blocked with consignments of raw jute for five or six weeks ?—this is only one example I am giving. How much do they amount to ? Will they be realised ? Or, will they also be in arrears year after year. At the end of each year, you will come and tell the people that the revenue has come down, and therefore, they have to pay more. We want to know about this.

About uneconomic freight rates, earlier speakers have spoken something. I was reading an article the other day by a gentlemen who is a Member of the Railway Rates Tribunal. This was published in an important journal. He has made exactly the same point which I am making, that the entire freight rate structure of the Railways is not based on commercial considerations at all. Of course, it is not run as a commercial undertaking. You say that it is a public service undertaking. I can understand that, as far as, for example, the movement of foodgrains on Government account is concerned; you have to suffer some loss on that because it is a question of public service. But, I am referring to the whole list of commodities, which you can see in your rating list, which are essentially and basically raw materials for industries. They are let off the hook and they are charged absurdly low freight rates for years together simply in order to satisfy these big business interests. I consider it to be extremely fishy, if I may say so. Coal, for example, was always carried at low rates up to the time when the coal industry had not been nationalised. So long as the coal industry was in private hands, the freight rates for coal were kept deliberately at absurdly low rates. The moment the coal mines were nationalised, this year, the Railways came forward and put up the freight rates. This is a strange thing. There is a whole list of commodities.

[Shri Indrajit Gupta]

My colleague, Shrimati Roza Deshpande mentioned a thing like bamboo. Bamboo is not a thing which you carry for public service. This is the raw material for paper mills, for rayon and artificial fibre mills, belonging to Birlas. Such items are carried at absurdly low freight rates and you suffer loss on that and you pass it off under the name of social overheads. What social overheads is this ? I would like to know why this kind of freight rates structure, which is heavily weighted in favour of industry and business is being allowed to continue and then you say that you are incurring loss because the revenue is not keeping pace with the expenditure. These are some of the points that I wanted to mention I do not want to go into the details of this aspect now, because, there is no time. The Minister must deal with this in his reply. Unless you go into the question of increasing the revenue without letting these people off cheaply, you cannot expect the people of this country to go on accepting heavier and heavier burdens This is my first point.

My second point, in fact, as my last point is this. Now, it has become a general Mantra for all the troubles of the Railways that the railwaymen and the workers are disrupting traffic. Well, I share the concern of everybody that this is an unfortunate thing. This is happening even now. We find that during the last two days, the guards all over India have resorted to a 'Work-to-Rule' Agitation This is again going to lead to more dislocation. That is true. It is true. But, after all, these things cannot be solved by some sort of hand to mouth solution, some rule of thumb solution. We cannot go on living from day to day with this kind of thing. What are the Railway Ministry thinking about it ? Are they thinking seriously about some basic long-term solution to this question ?

On the 27th of January, Shri L. N. Mishra had convened a conference, to which the federations of railwaymen and also some other unions were invited, for a general discussion on the question of industrial relations in the railways. I want to know what is the up-shot of that. A question was asked here the other day and there was a written reply given in which it was stated that the exchange of views was useful. After that what has happened ? It is still hanging in the air.

The Minister says in his speech that if one federation can be created in the railways, if necessary, even by trying to have it by means of secret ballot, it would be a good thing. I want to make it clear that in the particular situation which obtains on the railways, where recognised unions, unrecognised unions, unions on an industrial basis and unions on a category or craft basis have come into existence—whether we like it or not, this is a reality—in such a situation this problem cannot be solved just now by a secret ballot. Secret ballot among whom ? A secret ballot implies that unions will contest against each other and the union with a majority of votes will win. But I am afraid that is not the situation that is obtaining in the railways just now You cannot solve it like that.

I want to know whether the Railway Ministry have got any idea in their head of trying to bring about one united federation on the railways in which all organisations which are at present either recognised or unrecognised, whether constituted on an industrial basis or a craft basis, must be made to unite into one national federation, which alone will be recognised, but which must give proper representation to all the categories, because there are so many categories, and that one federation must be made to function in a democratic way with a democratic constitution, regular elections and all the rest of it, and it should not have any particular political colour. Anybody who is working in the railway unions, if he can go there through the proper election machinery, he should be free to work inside that organisation.

Something like this was tried years ago in the posts and telegraphs. There were so many craft unions there also. But they were made to become one united Posts &

Telegraphs Federation on a national level by making them all to merge together on a mutually agreed basis, on a commonly agreed basis. I want to know if the Railway Ministry have got any such ideas at all. If not, then I am afraid we are in for more trouble. Because, first of all, you refuse to recognise these railwaymen as industrial workers and they continue to be treated as departmental workers. Because Railways are treated as departmental therefore, in freight rate and so on also you are following practices which are completely non-commercial. As far as industrial workers are concerned, they have the right of eight hours of work, right to negotiate, proper classification and categorisation of their jobs and so on. But nothing is done on the railways.

Now I would say finally, Shri Qureshi knows it well, the situation has developed to a point, of course also because of the pressure of inflation and rising prices and all that, that even a recognised organisation like the All India Railwaymen's Federation has now recently been forced to accept the reality that there are other substantial sections of railwaymen who belong to organisations which may be unrecognised but which, nevertheless, are able to mobilise and activise large sections of the railwaymen, and the All India Railwaymen's Federation has now entered into a Joint Committee with some other organisations which are not recognised, and recently, as Shri Samar Mukherjee has stated, they held a convention in Delhi and they have put forward five demands. I do not think anybody can quarrel with those demands, because they are general demands of a very urgent nature. They have said that by the 10th of April the Railway Ministry or the Railway Board should sit down and negotiate with them. If they do not negotiate with them, then, after the 10th of April they say they are free to take any action they like. It does not mean that from 11th April, there will be a strike. The point is that they have put first the emphasis on negotiation, on settlement of these demands by negotiation. They have not said, "First we will go on strike and then let us see what happens."

What is the reaction of the Government going to be to this ? If they stick to the old way of thinking that they will not talk to anybody except those whom they have been recognising in the past, I am afraid, nobody has got the capacity to check or to control the type of agitations which are breaking out now here and there, today in this category and tomorrow in some other category. It is, just not possible. It is beyond anybody's capacity. Therefore, a larger view should be taken with the aim of moving towards one single united Federation, embracing all categories, all political trends, functioning in a democratic way.

For the time being, on these immediate outstanding four or five issues, I strongly urge upon the Government not to wait until it is too late, not to stand on a false sense of prestige, but to sit down, talk with them and negotiate with them. These are their employees, after all, and they should try to settle with them by negotiation so that a major crisis may be averted while there is yet time.

श्री चम्पूलाल चन्द्राकर (दुर्ग) समार मे रेलवे सिस्टम सबसे बड़ा रूम का है और दूसरे नम्बर पर हमारा आता है। यहा प्रतिदिन 11,000 रेल गाड़िया चलती है। जितनी लम्बी दूरी मे ये रेल गाडिया चलती हैं उस मे दुनिया के तीन बार चक्कर ये लगा सकती हैं। इतना होने पर भी क्या वजह है कि जब कभी बजट बनाया जाता है तो वह घाटे का होता है और घाटे को पूरा करने के लिये किराए भाड़े मे वृद्धि करने की आवश्यकता महसूस की जाती है। मैं समझता हूं कि आपको इस पर बहुत ही गभीरता से विचार करना चाहिये कि क्यो घाटा होता है। चूकि समय की कमी है इसलिये मैं बहुत ही संक्षेप मे इसके कुछ मुख्य कारण बताना चाहता हू। पहला कारण तो यह है कि रख रखाव की, मेंटेनेंस की, देखभाल की कमी है और इस काम मे बहुत ढील आ गई है। मेंटेनेंस जो इतना कमजोर है यह भी एक मुख्य कारण है कि घाटा हो रहा है।

दूसरा मुख्य कारण चोरियो का होना है। रेलवे प्रोटेक्शन फोर्स होने के बावजूद भी होती है और

[श्री चन्दूलाल चन्द्राकर]

उसकी संख्या जितनी बढ़ती जा रही है चोरियां भी उसी अनुपात में बढ़ती जा रही हैं। पता नहीं इसकी क्या वजह है। इस ओर भी आपको ध्यान देना चाहिये।

तीसरी बात यह है कि हमारे पास तीन लाख 88 हजार रेलवे वैगन हैं जिन में से एक तिहाई हमेशा रिपेयर के लिये वर्कशाप में पड़ी रहती है। इसके अलावा कई हजार रेलवे वैगन्ज मिस रहती हैं। इसकी वजह भी यही है कि देखभाल ठीक नहीं है।

अभी पूर्व वक्ता ने यूनियन की चर्चा की है। एक ही यूनियन कैसे हो यह भी आपको देखना चाहिये। इसके संबंध में 1953-54 से वर्तमान राष्ट्रपति श्री गिरि ने जब वह 1953-54 में श्रम मंत्री थे एक यूनियन बनवाई थी। तब एक नेशनल फैडरेशन आफ इंडियन रेलवेमेन और दूसरा आल इंडिया रेलवेमेन्ज फैडरेशन थी। उन्होंने वन यूनियन वन इंडस्ट्री के सिद्धांत को अमल में लाया और दोनों को मिला कर एक बना दिया और एक के प्रतिनिधि श्री वासवदा को इसका प्रेजीडेंट बना दिया और दूसरी के प्रतिनिधि श्री गुरुस्वामी को इसका सैक्रेट्री बना दिया और एक फैडरेशन बना कर उसका नाम नेशनल कनफैडरेशन आफ रेलवेमैन कर दिया गया। समय आ गया है कि उन्हीं लाइन्ज पर आप भी सोचें और काम करें। आपको इसके लिये विभिन्न यूनियनों से बातचीत करनी चाहिये। सीक्रेट बैलट के जरिये यह मसला हल नहीं होगा।

सीक्रेट बैलट की व्यवस्था को लागू करने का मतलब यह होगा कि यूनियन्ज में बहुत भयंकर लड़ाई होगी और इस के अतिरिक्त रेलवे विभाग को यह व्यवस्था करने के लिये न जाने कितने लाख रुपया खर्च करना पड़ेगा। वन यूनियन फार वन इंडस्ट्री की बात नेगोशियेशन्स, के जरिये तय की जा सकती है, और करनी चाहिये।

सरकार की ओर से बहुत बार यह कहा गया है कि पिछड़े हुए क्षेत्रों में नई रेलवे लाइनें बिछाने की व्यवस्था की जा रही है। कुछ क्षेत्रों में ऐसा किया भी गया है। लेकिन हम देखते आ रहे हैं कि सब से अधिक पिछड़े हुऐ क्षेत्रों की हमेशा सबसे अधिक उपेक्षा होती है। मैं समझता हूं कि अगर रेलवे मंत्री और रेलवे बोर्ड हिन्दुस्तान के रेलवे के नक्शे को देख कर यह पता लगायें कि किस क्षेत्र में बिल्कुल कोई रेलवे लाइन नहीं है तो उन्हें मालूम होगा कि बस्तर जिले में, जो केरल राज्य के बराबर है, कोई रेलवे लाइन नहीं है। इसी प्रकार सरगुजा और रायगढ़ के इलाके में बहुत कम नहीं के बराबर-रेलवे लाइनें हैं और वहां कोई रेलवे लाइन बिछाने का प्रयत्न भी नहीं किया गया है। उस क्षेत्र में माइन्ज बहुत अधिक है, और पेइंग, लाभदायक, हैं, और इस लिये वहां रेलवे लाइन खोलने से देश की खानों का अधिक से अधिक उपयोग होगा और उन क्षेत्रों का विकास भी होगा। लेकिन उस की हमेशा उपेक्षा की जाती है।

दिल्ली-राजहरा से बेलाडिला अर्थात् बस्तर तक की रेलवे लाइन के बारे में काफी समय से मांग की जाती रही है, और हर रेलवे बजट में कहा जाता है कि उस का सर्वे हो रहा है। स्थिति यह है कि उस का सर्वे हो चुका है, लेकिन बात वहीं की वहीं है। रेलवे प्रशासन का कहना है कि केवल वहीं पर रेलवे लाइन खोली जायेगी, जहां उस से 6 परसेंट प्रति-वर्ष इनकम हो। रेलवे के सर्वे से पता चला है कि उस रेलवे लाइन से 8, 10 या 12 परसेंट तक इनकम होगी, लेकिन फिर भी उस के निर्माण में देरी की जा रही है। मैं चाहता हूं कि रेलवे मंत्रालय इस बात की घोषणा करे कि दिल्ली-राजहरा से बेलाडिला रेलवे लाइन के निर्माण की तत्काल अनुमति दी जायेगी।

स्टेट्स रीआर्गनाइजेशन कमीशन की रिपोर्ट में साफ कहा गया था कि मध्य प्रदेश एक बहुत बड़ा राज्य बन रहा है और उस में सड़क, रेल और हवाई जहाज आदि यातायात के साधन बहुत कम है। इस लिये केन्द्रीय सरकार उस की ओर विशेष ध्यान दे लेकिन केन्द्रीय सरकार के तीनों संबद्ध मंत्रालयों ने मध्य प्रदेश की ओर कोई ध्यान नहीं दिया है। आम जनता तो रेलों द्वारा ही यात्रा करती है और अपना सामान भेजती है। लेकिन मैं समझता हूं कि रेल मंत्रालय ने मध्य प्रदेश की जितनी उपेक्षा की है और उसके साथ जितना अन्याय किया है उतना किसी और मंत्रालय ने नहीं किया है। आज मध्य प्रदेश में न तो रेलवे लाइनें हैं और न ही कोई सीधी ट्रेनें चलती हैं।

मध्य प्रदेश का छत्तीसगढ़ क्षेत्र दक्षिण पूर्व रेलवे के अन्तर्गत आता है। यह बहुत बड़ा क्षेत्र है। उस की सवा या डेढ़ करोड़ की आबादी है और वहां सब से अधिक खदानें हैं। लेकिन वहां के लोगों को दिल्ली या अन्य की राजधानी भोपाल आने-जाने के लिये कोई सीधी और

फास्ट ट्रेन उपलब्ध नही है। जब गाड़िया कोयले से चलती थी तब जी० टी० एक्सप्रेस व दक्षिण एक्सप्रेस रेलगाड़ी में ग्यारह बारह कोचिज लगाये जाते थे। हमारे मांग करने पर कहा जाता था कि और कोचिज नही जोड़े जा सकते हैं क्योंकि गाडियो की कैपेसिटी फुल है। जब गाड़ियां डीजल से चलने लगीं तो चार कोचिज और बढ़ा दिये गये। हमारे पास चार साल के ये उत्तर आ रहे हैं कि कैपेसिटी नही बढ़ाई जा सकती है और छत्तीसगढ़ के लिये कोचिज नही दिये जा सकते हैं। इस प्रकार मध्य प्रदेश की निरन्तर उपेक्षा की जाती रही है।

मैं मांग करता हू कि दुर्ग या रायपुर से नागपुर और भोपाल होते हुए एक सीधी फास्ट ट्रेन दिल्ली के लिये तत्काल स्टार्ट की जाये।

मध्य प्रदेश में रेलवे कार्यालयो मे और रेलवे स्टेशनो पर वहां के लोगों को बहुत कम नौकरिया मिलती हैं—वे नही के बराबर है। इस का मुख्य कारण यह है कि दक्षिण पूर्व रेलवे के सर्विस कमीशन का कोई कार्यालय मध्य प्रदेश मे नही है। मैं मांग करता हू कि दक्षिण पूर्व रेलवे के सर्विस कमीशन का कार्यालय बिलासपुर या रायपुर मे खोला जाये जिस से स्थानीय लोगो को नौकरी मिल सके।

जितनी भी ट्रेनें उस क्षेत्र मे चलती हैं वे कभी भी समय पर नही आती हैं। चक्रधरपुर-नागपुर पैसेंजर ट्रेन का यह रिकार्ड है कि वह 365 दिनो मे कभी भी समय पर नही पहुचती है। मुझे बताया गया है कि श्री हनुमन्तैया के समय मे वह ट्रेन तीन दिन टाइम पर चली थी। लेकिन उस के बाद वह हमेशा प्रति-दिन दो तीन घंटे लेट चलती हैं। उस गाडी के हमेशा लेट होने के कारण लोगों को जी० टी० और मदर्न एक्सप्रेस आदि दूसरी गाड़ियों का भी कभी कनेक्शन नही मिल पाता है।

पहली पंच-वर्षीय योजना मे यह निर्णय किया गया था कि अब देश मे रेलो में केवल दो किस्म के गेज होंगे ब्राड गेज और मीटर गेज। लेकिन अभी तक नेरो गेज और नाइट नेरो गेज भी चल रहे हैं। मैं समझता हू कि रेलवे मंत्रालय ने भी अभी तक इस ओर ध्यान नहीं दिया है। अब समय आ गया है कि इस निर्णय को लाग करने के उपायों पर विचार करने के लिये एक कमीशन एपायट किया जाये और यह आवश्यक हो गया है कि देश मे केवल दो ही किस्म के गेज—ब्राड गेज और मीटर गेज हो।

जहा तक रेलवेज मे प्रोमोशन का सबध है, यह आवश्यक है कि पचास परसेंट प्रोमोशन्ज हमेशा रैंक एंड फाइल से हो।

मेरा यह भी सुझाव है कि सैलन सिस्टम को बिल्कुल बन्द कर दिया जाये।

आजकल हर एक डिविजनल हैड क्वार्टर मे खलासियो और मैकेनिकल कर्मचारियो से रेलवे के अफसर अपने बगलो मे घरेलू नौकर का काम लेते है। वे उन लोगो से बर्तन साफ कराते हैं और अन्य काम कराते हैं। इस को तत्काल बन्द किया जाना चाहिये।

रेलवे ट्रैक के किनारे की जमीन पर अनाज बोने के लिये रेलवे एम्पलाइज से पचास रुपये प्रति-एकड के हिसाब से लिये जाते है। चूंकि वह जमीन ऊबड-खाबड होती है, इस लिये दस रुपये प्रति-एकड लेने चाहिये, क्योंकि हमारा उद्देश्य उत्पादन बढाना है। पचास रुपये प्रति-एकड बहुत ज्यादा है।

रेलवेज मे एस्टाब्लिशमेंट कोड आदि जितने भी कोड हैं, उन सब का हिन्दी तथा सभी भारतीय भाषाओ मे अनुवाद होना चाहिये, ताकि रेल कर्मचारियो और जनता का यह मालूम हो कि वे कोड हैं क्या। अंग्रेजो के जमाने मे जो कोड बनाये गये थे, आज भी वही चल रहे है।

इस बात की बहुत जरूरत है कि हमारी रेलो मे मेडिकल फ्लाइंग स्क्वड की तरह के मोबाइल, चलते-फिरते, स्क्वैड बनाये जाये, जो ड्यूटी पर काम करने वाले ड्राइवर, गार्ड और फायरमैन आदि रेलवे कर्मचारियो को चैक करे कि उन मे से कौन शराब पिये हुए है। जो लोग शराब पिये हुए पाये जायें, उन का प्रोमोशन हमेशा के लिये बन्द कर देना चाहिये, क्योंकि एक्सिडेंट्स का यही एक बडा कारण है और ऐसा किये बिना एक्सिडेंट्स कम नही होंगे।

रेलवे प्लेटफार्म का किराया बढ़ाया गया है। वह बिल्कुल न बढ़ाया जाये। इसी तरह पैसेंजर ट्रेनो मे पचास किलोमीटर तक का किराया भी न

[श्री चन्दूलाल चन्द्राकर]

बढाया जाये । उन गाडियो मे न बैठने का इन्तजाम होता है, न लाइट होती है और न ही कोई अन्य सुविधा उपलब्ध होती है । जितने भी पैसेंजर तीसरे दर्जे मे यात्रा करते है, उन को बहुत कष्ट उठाना पड़ता है । इस लिये रेलवे मत्रालय को कोई हक नही है कि वह उन रेलवे पैसेंजर्ज का किराया बढ़ाये, जिन को कोई सुविधा प्रदान नही की जाती है, इसलिये तीसरी क्लास पर पचास किलोमीटर तक कोई भी किराया न बढाया जाये ।

17 00 hrs

श्री राजदेव सिंह (जौनपुर): सभापति जी, आप ने जो मुझे मौका दिया है रेलवे मत्रालय के बजट पर अपने विचार प्रकट करने का उस के लिये मैं आप को बहुत धन्यवाद देता हू । इस मे कोई शक नही कि रेलवे के लिय पिछला साल बहुत मुश्किल और कठिनाइयो का साल रहा है । तरह तरह की हडतालें हुई । कही मास ऐबसेन्टीज्म, कही गो स्लो, कहीं वाइल्ड कैट स्ट्राइक, ये तरह तरह के जितने नमूने थे सब पेश किए गए । रेलवे की फिनेंसेज को बहुत जबर्दस्त धक्का इस से लगा है । साथ ही पे कमीशन की रिपोर्ट भी आई । उससे भी इस के फिनेसेज पर बहुत ही स्ट्रेन पडा । लेकिन इन सब के बावजूद भी हम देखते है कि बहुत से नये काम रेलवे ने अगले सालो के लिये निश्चित किए हैं जिन में बहुत से खर्चे होगे । उस के लिये मैं समझता हू कि रेल मत्रालय धन्यवाद का पात्र है ।

आज जब कोई आन्दोलन होता है, कोई बन्द होता है तो सब मे रेलवे को हम ले आते हैं । तो हमारा रेलवे का पब्लिक रिलेशस आर्गनाइजेशन जो है उसे इतना मजबूत होना चाहिये कि वह जनता से यह अच्छी तरह से समझा सके कि रेलवे की प्रापर्टी जनता की है और इसे नुकसान नहीं पहुचाना चाहिये। जनता के ही आदमी बन्द इत्यादि में आ कर रेलवे प्रापर्टी का नुकसान पहुंचाते हैं । इस लिये रेलवे के पब्लिक रिलेशन आर्गेनाइजेशन को और मजबूत बनाना चाहिये जिससे वह जनता को आ कर समझा सके कि पब्लिक प्रापर्टी को नुकसान नही पहुचाना चाहिये ।

बहुत से काम हैं जैसे रेस्टोरेशन आफ डिसमेंटिल्ड लाइन्स और गेज कन्वर्शन का काम तो गेज कन्वर्शन के संबध में मै यह अनुरोध करूंगा रेलवे मत्रालय से कि पहले जो बैकवर्ड एरियाज में मीटर गेज लाइनें हैं उन के कन्वर्शन का ध्यान रखे क्योकि मीटर गेज लाइन उस एरिया की बैकवर्डनेस को दूर करने मे एक तरह से हिन्ड्रेंस है । तो बैकवर्ड एरियाज में सब से पहले गेज कन्वर्शन का काम होना चाहिये ।

दूसरी बात मैं अस्पतालो के सबंध मे कहना चाहता हू । रिपोर्ट से मालूम हुआ कि 659 अस्पताल हैं लेकिन उस मे कितने आयुर्वेदिक और कितने यूनानी ढग के है यह साफ नही है । सब बैड्स मिलाकर करीब 6000 बैड्स हैं । 14 लाख रेलवे कर्मचारियो की सख्या है, उस हिसाब से यह बहुत कम है । बैड्स और बढ़ाए जाने चाहिये और जो और तरीके है इलाज के आयुर्वेदिक तथा यूनानी वगैरह इन को रेलवे मे और एन्केरज किया जाना चाहिये ।

पैसेंजर एमेनिटीज की बात कही गयी । थोड़े दिन पहले इस के लिये जो रकम थी वह 2 करोड थी । अब यह चार करोड़ हो गई है । लेकिन पैसेंजर्स की सख्या दस गुनी हो गई है और चार गुना ट्रेन्स और बढ़ गई है । इसलिये यह जो चार करोड पैसेंजर एमेनीटीज के लिये रखा गया है इसे और बढ़ाया जाना चाहिये ।

हमारे पहले बोलने वाले कुछ माननीय सदस्यों ने इस बात का जिक्र किया है और मैं भी इस चीजो को और साफ कर देना चाहता हूं कि जो रेलवे की आमदनी मे लीकेज है जहां से रेलवे की आमदनी दूसरी जगह चली जाती है उसे रोकना चाहिये । यदि उसे रोका जाये तो हमारी फिनेंसेज अच्छी हो सकती है । उस में से एक डेमरेज है । मैं समझता हू कि डेमरेज अगर सख्ती से वसूल किया जाय और बड़े बड़े अफसरों को जो अलग अलग रकमों को राइट आफ करने का अधिकार दिया गया है उसे समाप्त कर दिया जाय तो तीन सौ करोड़ रुपये इस से वसूल किए जा सकते

हैं और रेलवे की फिनेंसिज को इस में बड़ी मदद मिल सकती है ।

रेलवे प्रोटेक्शन फोर्स की बात भी आई । शुरू से यह आर्गेनाइजेशन नहीं था । रेलों में चोरियां बढ़ने पर यह आर्गेनाइजेशन बनाया गया। लेकिन 13 करोड़ रुपया उन पर खर्चा करने के बाद भी यह चोरियां बढ़ रही हैं तो एक दफा सोचना पड़ेगा कि ऐब कहां पर है ? या तो वे भी उनके साथ मिलकर यह सारा काम कराते हैं या उन का कंट्रोल इतना डिफेक्टिव है कि जिस तरह से उन्हें काम करना चाहिये उस तरह से वह काम नहीं कर पा रहे हैं । तो ये दो आइटम और एक क्लेम का मामला भी ऐसा ही है । व्यापारियों को उतना लास नहीं होता है जितना कि बड़े बड़े अफसरों से मिल कर अपना क्लेम बना लेते हैं । क्लेम की बड़ी सख्ती से जांच की जाय तब उसे दिया जाय और डेमरेज में कोई रहम न किया जाय सख्ती से उसे वसूल किया जाय । इन को करने में मैं समझता हूं साल में तीन सौ साढ़े तीन सौ करोड़ रुपये आप को बचेंगे ।

रेलवे की जो टेरीटोरियल यूनिट है उस ने बड़ा-अच्छा काम किया है । मैं समझता हूं कि टेरीटोरियल यूनिट को और मजबूत बनाया जाय ।

बोर्ड के एबोलीशन की बात बहुत की गई। लेकिन बोर्ड एबालिश कर देते हैं तो उस की जगह कोई न कोई आलटरनेटिव मेथड रखना पड़ेगा, रेलवे का मेम्बेटेरियट रखना पड़ेगा । बोर्ड के अंदर जहां तक मैं समझता हूं विभिन्न जो डिपार्टमेंटस हैं उन के जो एक्सपर्टस और उच्च अधिकारी हैं वह उस को कास्टीट्यूट करते हैं । किसी विशेष व्यक्ति के बारे में हो सकता है कि वह अच्छा हो या न हो, वह चाहे ठीक काम न करता हो लेकिन बोर्ड के आर्गेनाइजेशन का जहां तक सवाल है वह आर्गेनाइजेशन अपनी जगह पर ठीक है, उसे कायम रखना चाहिये और मजबूत करना चाहिये ।

थोड़ी सी बात मैं अपने क्षेत्र की भी कहना चाहता हूं क्योंकि रेलवे हर जगह फैली हुई है । लखनऊ और बनारस सेक्शन पर जौनपुर स्टेशन दूसरे नम्बर का आमदनी देने वाला स्टेशन है । लेकिन उसके नम्बर एक के प्लेटफार्म पर भी बिल्डिंग के साथ पुराने किस्म का बराडा बना हुआ है उस पर कोई शेड नहीं है और दूसरे प्लेटफार्म पर भी छोटे मोटे शैड्स हैं । इस के लिये लिखा गया था। मालूम हुआ कि पहले नम्बर के प्लेटफार्म पर शैड मंजूर हुआ है लेकिन वह अभी तक खटाई में पड़ा हुआ है । तो पब्लिक एमेनिटीज के नाम पर वहां एक शैड भी नहीं है । बरसात के दिनों से लोग भीगते रहते हैं । बरांडे से निकलने के बाद भी एक गज का फासला पड़ता है जहां बरसात में भीगना पड़ता है। दूसरी बात—उसी लाइन पर बनारस और जौनपुर के बीच एक नया स्टेशन पिंडरा हाल्ट अभी बना है । उस के बारे में भी काफी लिखा पढ़ी हुई । वह शाहतपुर हवाई अड्डे के करीब भी है । वहां का प्लेटफार्म ऊंचा करने की जरूरत है । पैसेंजर्स के इंतजार करने के लिये वहां शैड का इंतजाम होना चाहिये और लैट्रिन तथा पानी इत्यादि की व्यवस्था होनी चाहिये । अभी तक वह इंतजाम उस स्टेशन पर नहीं है ।

दूसरी बात—आज कोयले की कमी की वजह से या लोको-मैन की स्ट्राइक की वजह से जो ट्रेनें बन्द हुई हैं, उन में पटना-दिल्ली एक्सप्रेस भी बन्द हुई है और आज तक नहीं चलाई गई है। मैं चाहता हूं कि इस ट्रेन का शीघ्र चलाया जाय ।

अपर इंडिया एक्सप्रेस जो बनारस से इलाहाबाद, कानपुर होते हुए दिल्ली जाती है, मैं चाहता हूं कि इस ट्रेन को बनारस से लखनऊ होते हुए कानपुर की तरफ डाइवर्ट किया जाय । दिल्ली-इलाहाबाद एरिया को फीड करने के लिये बहुत सी ट्रेनें हैं, लेकिन बनारस लखनऊ एरिया के लिये ज्यादा ट्रेनें नहीं हैं, इस लिये इस ट्रेन के उधर से डाइवर्ट करने से उस क्षेत्र की ज्यादा अच्छी सेवा हो सकेगी । उस क्षेत्र के लोगों की यह बहुत दिनों से आउट-स्टैंडिंग डिमाण्ड है, क्योंकि कानपुर से ज्यादातर पूर्वी जिले और पश्चिमी बिहार के व्यापार का संबंध है ।

सभापति महोदय पटना और लखनऊ के बीच में एक और गाड़ी हो जाय तो बहुत अच्छा होगा—इसकी आज बहुत जरूरत है ।

श्री राजदेव सिंह जौनपुर और इलाहाबाद के बीच में दो गाड़ियां चलती थीं । लेकिन कोयले

[श्री राजदेव सिंह]

की कमी की वजह से एक गाड़ी बन्द हो गई है जिस से बहुत कठिनाई हो रही है, मैं चाहता हूं कि दूसरी गाड़ी को भी शीघ्र चलाया जाय।

चन्द साल पहले हम ने रेलवे बजट पर बोलते हुए शाहगंज-सुल्तानपुर के लिये लाइन की मांग की थी। उस का सर्वे भी हो चुका था। यदि इस लाइन को बना दिया जाय तो उस से बहुत सी ट्रेनों का लखनऊ का फासला काफी कम हो जायगा और उस क्षेत्र के विकास में काफी मदद मिलेगी।

इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूं।

श्री टी० डी० कांबले (लातूर): सभापति महोदय रेलवे बजट का समर्थन करते हुए मैं अपने विचार आप के सामने रखने जा रहा हूं। हमारे मंत्री महोदय ने एक बात बहुत ही अच्छी की है—अपने भाषण में उन्होंने पिछड़े क्षेत्रों के विकास की तरफ़ बहुत ध्यान दिया है। पिछले साल भी उन्होंने पिछड़े क्षेत्रों के विकास के लिये कुछ लाइनों की घोषणा की थी लेकिन इस समय उन के भाषण से और जो बजट हमारे सामने प्रस्तुत किया गया है उस को देखने से पता चलता है कि पिछले साल उन्होंने जिन लाइनों की घोषणा की थी उनके बारे में सिवाय सर्वेक्षण के और कोई बात नहीं कही है। नई पंचवर्षीय योजना के अन्दर उन्होंने जिन नई लाइनों के निर्माण का जिक्र किया है उनमें सिर्फ एक ही लाइन का जिक्र है बाकी के लिये बजट में प्रावीजन भी नहीं किया है।

नई लाइनों का जिक्र करते हुए—मैं सिर्फ महाराष्ट्र के बारे में कहूंगा, जिसकी मुझे जानकारी है—उन्होंने कहा है—"बाणी-घनाका रेल लाइन (76 किलोमीटर लम्बी बड़ी लाइन है जिसकी लागत 5.3 करोड़ रुपये है) पर निर्माण कार्य करने की मंजूरी 1973-74 में दी गई है। "लेकिन बाकी लाइनों के लिये कोई मंजूरी नहीं दी गई है और न उनके लिये कोई बजट रखा गया है। सिर्फ सर्वेक्षण के लिये उन्होंने कुछ पैसा रखा है। मिरज-कुरडवाडी-लातूर और लातूर से लातूर रोड तक की लाइन के सर्वेक्षण के लिये 4 लाख 30 हजार रुपया रखा गया है। इसी तरह से मनमाड-परभणी की बड़ी लाइन के सर्वेक्षण के लिये 5 लाख 96 हजार रुपया रखा गया है। लेकिन ये लाइनें कब बननी शुरू होंगी और कब पूरी होंगी इस का कोई संकेत नहीं मिलता है। मैं चाहता हूं कि मंत्री महोदय अपने भाषण में बतायें कि इस पंचवर्षीय योजना में इन लाइनों को कहां तक पूरा कर सकेंगे। यदि ये लाइनें इस योजना में पूरी हो सकें तो बहुत अच्छी बात होगी यदि पूरी न हो सकें तो कब तक काम पूरा होगा? नई पंच वर्षीय योजना में नई लाइनों के लिये आप ने 100 करोड़ रुपया रखा है इससे ज्यादा रकम नहीं रखी है इस लिये मैं मंत्री महोदय से प्रार्थना कर रहा हूं कि वे बतलायें कि इन लाइनों पर इस योजना में कितना काम हो सकेगा।

लातूर-मिरज लाइन और लातूर से लातूर रोड की लाइन के सर्वेक्षण की चीज हमारे सामने आई है लेकिन आप के भाषण में उसका जिक्र नहीं है। मिरज से लातूर तक का फासला बड़ी लाइन से मिलाना बहुत जरूरी है इसके बनने से बम्बई से हैदराबाद का नया रास्ता खुल जाता है। इस समय कुरडवाडी से बम्बई के लिये बड़ी लाइन है और इसे कुरडवाडी से लातूर रोड जोड़ दी जाये तो इसके द्वारा परली से हैदराबाद बड़ी लाइन से मिल जाती है।

पिछले दिनों सिकन्दराबाद में एक कमेटी में इस बात का जिक्र आया था जिसमें मिरज-लातूर लाइन को घाटे की लाइन बतलाया गया था। मैं आप को बतलाना चाहता हूं—अगर इस लाइन को ठीक करना है तो इस को ब्राड-गेज बनाये बिना इस घाटे को पूरा नहीं किया जा सकता। ब्राड-गेज बन जाने से यातायात में सुविधा होगी, जो व्यापारी या प्रवासी वहां जाते हैं उनको सुविधा होगी। उस लाइन पर पंढरपुर बहुत बड़ा तीर्थ स्थान है जहां मेला लगता है, लाखों यात्री वहां आते हैं—इन को भी इस लाइन के बन जाने से बहुत सुविधा होगी—इस लिये इसको शीघ्र पूरा करना बहुत जरूरी है।

इस बजट मे दक्षिण मध्य रेलवे की एक लाइन रामगुंडम से निजामाबाद के सर्वेक्षण का जिक्र किया गया है—यह बहुत अच्छी बात है। लेकिन यदि इस लाइन से आप को फायदा उठाना है तो इसको निजामाबाद से लातूर रोड तक मिलाया जाय। 40 साल पहले भी यह बात हुई थी—उस समय हम निजाम स्टेट मे थ और उस समय भी इसका सर्वे हुआ था। रामगुण्डम से कुरुडवाडी तक सर्वे हुआ है जब कुरुडवाडी-लातूर रोड लाइन ले जा रहे हैं तो इसको निजामाबाद से जोड देने से बहुत लाभ होगा। ये सब पिछडे हुए क्षेत्र हैं वहा किसी प्रकार की कोई सुविधा नही है। अगर आप इस तरफ थोडा ध्यान दें तो एक नई लाइन खुल जाती है बम्बई से लातूर रोड, लातूर रोड से निजामाबाद के मिल जाने से दुगना फायदा होगा।

हमारे यहा एक लाइन पाचोरा जामनेर लाइन है यह औरगाबाद के बहुत नजदीक है और अजन्ता वहा से 10 मील है। यह छोटी लाइन है—यदि इस को ब्राड-गेज बना दिया जाय और अजन्ता तक जोड दिया जाय तो इससे बहुत लाभ होगा। अजन्ता एक ऐतिहासिक प्रसिद्ध स्थान है बाहर के दुनिया भर के लोग उसे देखने जाते हैं यदि उनके लिये सुविधा हो जायगी तो टूरिस्ट की सख्या बढेगी और इससे आमदनी का साधन बनेगा।

रेलवे प्रशासन का भारतीय जीवन मे एक बडा महत्वपूर्ण स्थान है—लाखो यात्री इसके द्वारा यात्रा करते है लाखो टन अनाज बोया जाता है लेकिन फिर भी इसमे घाटा होता है—यह बडे खेद की बात है। इतनी बडी संस्था जिसमे लाखो कर्मचारी काम करते है—फिर भी उनमें घाटा होता है—यह बडी चिन्ता का विषय है। रेल प्रशासन के संबंध में कुछ सुझाव आप के सामने रखना चाहता हू—

1 सब से पहली चीज गाडियो का समय पर आना जाना है। गडियो के समय पर न चलने से जनता को बहुत तकलीफ होती है और दूसरी गाडियो के कनेक्शन नहीं मिलते हैं। अभी पिछली माह की 19 तारीख को मैं बम्बई गया था वहा गाडी तीन घन्टे लेट निकली जिसमे मुझे आगे की गाडी का कनैक्शन नही मिला। जब पूना पहुचा तो ड्राइवर साहब वहा नहीं पहुचे जिसके कारण गाडी लेट हो गई आखिर मुझे कुरुडवाडी मे गाडी नही मिल सकी और मुझे वहां रुकना पडा। कृपा कर समय पर गाडी को चलाने का प्रबन्ध करें। माननीय श्री हनुमनैया जी ने इस सबध म कुछ किया था जिससे गाडिया समय पर चलने लगी थी लेकिन अब गाडिया समय पर नही पहुचती है जिस से आगे के लिये कनैक्शन नही मिलता है। और समय पर गाडी मिले तो इससे जनता को बहुत सुविधा हो सकती है। नहीं तो जनता को परेशानी हो जाती है।

2 आज कल दुर्घटनाय बहुत हान लगी हैं—अब लोग रेल मे जाने से डरते हैं पता नही अगले स्टेशन तक पहुचने में क्या हालत होगी। मै चाहता हू कि दुर्घटनाओ की जाच की जाये और जिनकी गलती से दुर्घटनायें होती हैं उनको सजा मिल। आज तक कितने लोगो को सजा मिली है? हमे बताय, सजा मिलने पर प्रशासन म भी काफी सुधार होगा।

रेल यातायात से मुसाफिरो को एक तकलीफ और होती है—वह पानी की असुविधा है। कई जगहो पर रेलवे स्टेशन पर पानी नही होता है जिससे बहुत सी जगह यात्रियो को पानी की असुविधा होती है। बहुत से लाइन के रेल के डिब्बे म पानी नहीं होता। दक्षिण रेलवे म पानी के लिये लोगो को स्टेशन पर उतरना पडता हैं और जब तक पानी ढूढे और लाये तब तक गाडी छूट जाती है।

इसके अलावा डिब्बो मे आजकल इतनी भीड हो रही है कि लोगो को बुरी तरह से चढने को मिलता है। यहां तक कि उन को बाहर लटके रहना पड़ता है। इसलिये भीड़ को कम करने का कोई इतजाम कीजिये। या तो और डिब्बे जोड दीजिये जगह हो नही तो टिकट न दीजिये जिससे लोग ऐसी गाडी से जा सकें जिसके लिये उन्हें

[श्री राज देव]

टिकट मिल सके। लोग बाहर लटके रहते हैं। कई बार दर्दनाक घटनायें देखने को मिलती हैं लोग चलती गाड़ी से नीचे गिर जाते हैं। तो भीड़ को कम करने के लिये कुछ इंतजाम कीजिये।

बड़े रेलवे प्लेटफार्म पर कुछ एजेंट होते हैं जो मुसाफिरों से रुपया लेकर बैठने की सुविधा कर देते हैं और सोने की सुविधा भी कर देते हैं। बम्बई और कलकत्ता तथा अन्य बड़े स्टेशनों पर लोग पैसे देते हैं और लोग अपनी यात्रा को सुविधाजनक बनाते हैं। समझ में नहीं आता कि जब रिजर्वेशन काउन्टर पर रिजर्वेशन नहीं मिलता है तो यह लोग पैसा लेकर किस प्रकार रिजर्वेशन करा देते हैं ? इस कुप्रथा को रोका जाय।

जहां तक रेलवे में हरिजन और आदिवासियों की नौकरी का प्रश्न है समझ में नहीं आता कि तृतीय श्रेणी के कर्मचारियों के लिये भी हरिजन और आदिवासी उम्मीदवार आप को नहीं मिलते हैं। पता नहीं भर्ती करते वक्त क्या नियम लागू है जो उन का परसेंटेज पूरा नहीं होता ? इसकी उचित जांच की जानी चाहिये और सख्त हिदायत होनी चाहिये कि इतने दिनों के अन्दर उन का रिजर्वेशन पूरा हो जायेगा। अगर ऐसी व्यवस्था आप कर देते हैं तो हरिजन तथा आदिवासी नौकरी पा सकेंगे जिस प्रकार पिछड़े इलाकों का आप फायदा करने जा रहे हैं उसी तरह से पिछड़े लोगों को भी फ़ायदा कीजिये जिससे उन को लाभ मिल सके।

श्री मुहम्मद जवीलुर्रहमान (किशनगंज): मोहतरम चेयरमैन साहब, इत्तफ़ाक की बात है कि आप भी बिहार के हैं और मैं भी बिहार का हूं और रेलवे मिनिस्टर भी बिहार के हैं। अर्ज यह है कि मैंने रेल मंत्री की स्पीच को गौर से पढ़ा है, थोड़े से वक्त में मैं आंकड़ों में नहीं जाऊंगा, कुछ खास बातों की ओर ही आपका ध्यान दिलाना चाहता हूं। आप ने देखा कि ट्रैफ़िक का सीरियस कोई नई बात नहीं है। चौथी योजना में यही बात थी और अभी तक यही हाल है। जब आमदनी कम हो और खर्चा बढ़ता जाय यह कैसी इकोनामी है, कैसा सैट अप है, और इसका कोई हिसाब नहीं है। सवाल यह है कि इसकी कोई हद होनी चाहिये, कोई बैलेंस होना चाहिये। जब तक यह इम्बैलेंस होते रहेंगे उस वक्त तक जो गरीब जनता है और सीधे दर्जे में चलती है उसकी जेब पर इसका बोझ पड़ता रहेगा। इसलिये इन चीजों को सामने रखते हुए दोनों में बैलेंस करने की सख्त जरूरत है।

जहां तक ऐडमिनिस्ट्रेशन की बात है इसको भी टोन अप करना चाहिये। हालत दिन ब दिन खराब होती जा रही है। ऐसा मालूम पड़ता है कि किसी पर कोई जिम्मेदारी नहीं है और हर सख्स बिल्कुल आजाद है। जिम्मेदारी किस पर होनी चाहिये इस को कोई देखने वाला नहीं है। जहां तक ट्रेनों के चलने का ताल्लुक है यह तो एक आम बात हो गई है कि कोई भी गाड़ी 5, 10 घंटे से कम लेट नहीं चल रही है। इसमें सुधार लाने की जरूरत है। अगर रेलवे में किसी बात की बढ़ोतरी हुई है तो लेट रनिंग की हुई है, उसमें कुछ भी कमी नहीं हो पायी। इसको सोचने की जरूरत है। समय की पाबन्दी बहुत बड़ी बात है और गाड़ियां ठीक से चलें इसका इंतजाम होना चाहिये।

ट्रेन की सफ़ाई का यह आलम है कि देखने से ताल्लुक रखता है। अगर आसाम मेल में चढ़िये तो खुदा और भगवान की पहले पूजा कर लीजिये तब गाड़ी पर चढ़िये क्योंकि गर्द गुबार की इन्तहा है, दरवाजे टूटे हुए रहते हैं, चारों तरफ गंदगी ही गंदगी नजर आती है और खुदा याद आता है जब आसाम मेल में चढ़ते हैं, रूह कांपती है इन चीजों को देखकर कि पानी गायब, बिजली नहीं और पंखा भी गायब। मैं एक बात कहूं कि रमजान के महीने में जब मैं घर जा रहा था, बोगी नम्बर 749, फर्स्ट क्लास की बात है जिसमें 19, 20 मुसाफिर आसाम के थे। उसमें भूटान के ऐम्बेसेडर की बीवी भी थी। उस डिब्बे को जब हम सारे लोग सोये हुए थे मुगलसराय में काट दिया गया और उस वक्त आसाम मेल चला गया। मैं जब सेहरी खाने के लिये सुबह 3.30 बजे जगा तो देखा कि बोगी कटी हुई है। पता

लाख अक्सर होते हुए सियालदाह जायेगी इसलिये वह कोयी सियालदाह एक्सप्रेस में लगी हुई है। एक हंगामा खड़ा हो गया। मैंने फौरन स्टेशन मास्टर को बुलाया और उससे सब पूछा। कोई तसल्ली बख्श जवाब नहीं मिला। मैंने इस बारे में रेल मंत्रालय को लिखा था लेकिन उस पर कोई ध्यान नहीं दिया गया है।

बिहार की मिसाल को लीजिये। मुश्किल है फर्स्ट क्लास में चढ़ना। वहां पर जो वाली आते हैं फर्स्ट क्लास के तो वे उन में कांस्टेबिलों की भरमार पाते हैं नतीजा यह होता है कि बोनाफाइड पैसेंजर्स को जगह नहीं मिलती है। इसको कोई देखने वाला नहीं है। प्रोटेक्शन फोर्स का यह हाल है कि चोरियां और रेलवे का नुकसान बढ़ता ही जा रहा है। करोड़ो रु० रेलवे को लोगों को क्लेम के तौर पर देना पड़ता है। फिर ऐसे फोर्स को रखने से क्या फायदा हो रहा है। जब रेलवे को 20 से 40 करोड़ रु० सालाना क्लेम्स की शक्ल में देना पड़ता है तो इतने बड़े सैट अप को रखने की क्या जरूरत है ? और अगर रखने की आवश्यकता है तो उसका एडमिनिस्ट्रेशन टोन अप कीजिये, उसको अच्छा बनाइये ताकि सही मानो में जो देश का नुकसान हो रहा है उसको रोकने में वह कामयाब हो सके।

आखिर में एक, दो बातें अपने हल्के के बारे में कहना चाहता हूं। किशनगंज रेलवे स्टेशन पर तीसरे दर्जे का कोई वेटिंग हाल नहीं है जब कि वहां तीसरे दर्जे के मुसाफिर काफी होते हैं। किशनगंज टाउन में जो नेशनल हाई वे नम्बर 31 है जो आसाम, दार्जीलिंग, नेफा, मणिपुर और मिजोराम की कनेक्ट करता है लेकिन वहां पर ओवर ब्रिज नहीं है। मैं जब से इस हाउस का मेम्बर हुआ हूं तब से बराबर इस मकसद को उठा रहा हूं कि एक ओवर ब्रिज किशनगंज में होना चाहिये, एक ओवर ब्रिज पूर्निया जक्शन पर होना चाहिये, एक ठाकुरगंज में होना चाहिये, एक पोठिया में होना चाहिये। लेकिन अभी तक कुछ नहीं हो पाया है। मेरी समझ में नहीं आता कि यह मांग कब तक पूरी होगी। कहीं ऐसा तो नहीं है कि "हम आंक हो जावें मेरे जुल्फ के सर होने तक।" इन बातों की तरफ ध्यान देने की जरूरत है।

अभी मैं पटना गया था मुझ से एक यूथ कांग्रेस का डेपूटेशन मिला, उन्होंने कहा कि हम लोगों ने पोठिया में गोहाटी-सकनढ एक्सप्रेस का घेराव किया था। वह एक इम्पोर्टेंट स्टेशन है सिलीगुरी और किशनगंज के बीच में सिर्फ एक पैसेन्जर ट्रेन है, न वहां अवध तिरहुत मेल रुकता है, न गोहाटी मेल रुकता है और न आसाम मेल रुकता है, हालांकि वहां पर थाने हैं ब्लाक आफिस है, जूट की बहुत बड़ी मंडी है और एक इम्पोर्टेंट स्टेशन है। इसलिये मेरी गुजारिश है कि कम से कम दो मिनट के लिये वहां हर गाड़ी को रोकना चाहिये क्यों कि इस्लामपुर में और किशनगंज में कोर्ट कचहरी है इसलिये लोग कचहरी के काम से आते जाते हैं। अगर वहां गाडियां रुकने लगें तो दोनों तरफ के लोगों को आने जाने में सुविधा होगी, आसानी होगी कोर्ट कचहरी करने में। पूर्निया को काट कर आप ने कटिहार जिला बना दिया है लेकिन बारसोई से उनके आने जाने की सुविधा के लिये कोई लोकल ट्रेन नहीं है जिससे लोग कचहरी जा सकें। इसलिये इस तरफ जल्दी ध्यान देना चाहिये। और एक लोकल ट्रेन बारसोई से कटिहार तक आने जाने के लिए सुबह शाम होनी चाहिये।

जहां तक बहाली का सवाल है, मुझे अच्छी तरह से याद है चेयरमैन साहब आप के और श्री मनपाल कपूर के सवाल के जवाब में 29 जुलाई को रेलवे मिनिस्टर ने कहा था कि एक पर्सनल आफिसर जोनवाइज बहाल करेंगे जो यह देखेगा कि हरिजनों और मुसलमानों का कितना नमायुब है और हर 6 महीने में हाउस को रिपोर्ट देंगे। इनको हर जोन में बहाल किया जाएगा और हर जोन की रिपोर्ट बहाली की 6 महीने के बाद पार्लियामेंट में पेश की जाएगी। यह 29 जुलाई की बात है। मेरा ख्याल है कि अभी तक कुछ नहीं हुआ है। हम लोग जानना चाहते हैं कि रेल मंत्रालय की तरफ से क्या कदम इस बारे में उठाए गए हैं। जो आश्वासन 29 जुलाई,

[श्री मुहम्मद जमीलुर्रहमान]

1973 को हाउस में दिया गया था उसका इम्प्लेमेंटेशन कहां तक हुआ है। यह जो सवाल था यह आपका और श्री सतपाल कपूर का था। मैडिंग और केटरिंग का जहां तक सवाल है कितने हरिजनों को या माइनारिटी कम्युनिटी के लोगों को लाइसेंस दिए गए हैं यह भी देखने वाली चीज है। उनके साथ बहुत बेइंसाफी हो रही है। एक एक आदमी बीस बीस के नाम से दरख्वास्ते देता है और सेल करता है। इस मामूली सी बात का क्या आप पता नहीं लगा सकते हैं। मैं समझता हूं कि एक मुकम्मिल साजिश आल इंडिया लेवेल पर हरिजनों और माइनारिटी कम्युनिटी के खिलाफ रची गई है और यह इसलिए किया गया है कि इनको मेनस्ट्रीम से दूर रखा जाए। जो आश्वासन आपने 29 जुलाई 1973 को दिया था उस बारे में क्या किया है यह हमें पता चलना चाहिये। उसकी रिपोर्ट हर छ महीने के बाद हमारे सामने इस हाउस में आनी चाहिए।

क्लास 3 और 4 की बहालिया लोकली होनी चाहियें और इनके लिए लोकल पेपर्ज में एडवर्टाइजमेंट्स निकलने चाहियें।

स्ट्राइक्स क्यों होती हैं, जिन्दगी का क्या दूभर किया जाता है? दूसरी तरफ के लोगों का कुछ भी नजर नहीं आ रहा है। मैं तो सौ फीसदी सहमत हूं कि एक इंडस्ट्री में एक यूनियन होनी चाहिये। किसी के भी दबाव में आ कर मंत्री महोदय को काम नहीं करना चाहिये, किसी भी कीमत पर नहीं करना चाहिये। उन्होंने एक अच्छा कदम पिछले महीने उठाया था। पूरा सदन और सारे लोग उनके साथ हैं।

जयन्ती जनता ट्रेन दिल्ली से समस्तीपुर जो आपने चलाई है उसका बड़ा स्वागत हुआ है। मेरी दरख्वास्त है कि उस सिलसिले में एक बाई वीकली कनैक्टिंग ट्रेन बरौनी टू जोगबनी होनी चाहिये जो कि इंटरनेशनल बोर्डर पर है, वहां तक के लिए होनी चाहिये। इसको आप एक्सपैरिमेंट करके देखें। जिस दिन यह वहां पहुंचे उस दिन कनैक्टिंग ट्रेन आप दे दें तो आपको पैसिंजर्ज जरूर मिलेंगे।

डी० एल० डब्ल्यू० वाराणसी पर आप करोड़ों खर्च कर रहे हैं। उसकी तरफ किसी का ध्यान नहीं गया है। बजट स्पीच में भी आपने उस पर कोई तकाजा नहीं किया है। वहां जितनी कमेटी है उसके मुताबिक काम नहीं हो रहा है, रा-मैटीरियल सप्लाई नहीं हो रहा है। वर्कर आइडल बैठे हैं। बहुत से वर्कर बद दिल हो चुके हैं चूंकि उनके प्रोमोशन के केसिज बहुत दिनों से खटाई में पड़े हुये हैं।

एक आखिरी बात मैं रेलवे टाइम टेबल के बारे में कहना चाहता हूं। पिछले सैशन में भी मैंने इसके बारे में कहा था। हिन्दी, उर्दू, बंगला आदि में ये क्यों नहीं छपते हैं? क्यों सिर्फ एक विदेशी भाषा में ही हमेशा छापे जाते हैं। इस तरफ भी आपका ध्यान देना चाहिये।

شری محمد جمیل الرحمان (کشن گنج): محترم چیرمن صاحب۔ ابھی کی بات ہے کہ آپ بہار کے ہیں۔ میں بھی بہار کا ہوں اور ریلوے مسٹر بھی بہار کے ہیں۔ عرض یہ ہے کہ میں نے ریل منتری کی سپیچ کو غور سے پڑھا ہے۔ تھوڑے سے وقت میں میں آنکڑوں میں نہیں جاؤنگا۔ کچھ خاص باتوں کی طرف ہی آپ کا دھیان دلانا چاہتا ہوں۔ آپ نے دیکھا کہ ٹریفک کا شارٹ فال کوئی نئی بات نہیں ہے۔ چوتھی پوجنا میں یہی بات تھی اور ابھی تک یہی حال ہے۔ جب آمدنی کم ہو اور خرچ بڑھتا جائے۔ یہ کیسی اکنومی ہے۔ کیسا سیٹ اپ ہے۔ اور اس کا کوئی حساب نہیں ہے۔ سوال یہ ہے کہ اس کی کوئی حد ہونی چاہئے۔ کوئی لیمٹ ہونا چاہئیے۔ جب تک یہ امبیلنس ہوتے رہینگے۔ اس وقت تک جو غریب جنتا ہے اور تیسرے درجے میں چلتی ہے

تھا ہو گی نمبر ۹۴ فسٹ کلاس کی بات ہے جس میں ۲۰ - ۱۴ مسافر آسام کے تھے - اس میں تھوٹان کے ایمبسیڈر کی بیوی بھی تھی - اس ڈبے کو جب ہم سارے لوگ سوئے ہوئے تھے - مغل سرائے میں کاٹ دیا گیا - اور آسام میل اس وقت تک چلا گیا تھا - میں جب سحری کھانے کے لئے صبح ساڑھے تین بجے اٹھا تو دیکھا کہ بوگی کٹی ہوئی ہے - پتہ چلا کہ دھن باد ہوتے ہوئے سیالہ باد جائیگی - اس لئے وہ بوگی سیالہ باد ایکسپریس میں لگی ہوئی ہے - ایک ہنگامہ کھڑا ہو گیا - میں نے فوراً اسٹیشن ماسٹر کو بلایا اور اس سے سب پوچھا - کوئی تسلی بخش جواب نہیں ملا - میں نے اس بارے میں ریل مسرالیہ کو لکھا تھا - اس پر کوئی دھیان نہیں دیا گیا ہے -

تہار کی مثال کو لیجئے - مشکل ہے فسٹ کلاس میں چڑھنا - وہاں پر جو یاتری آتے ہیں فسٹ کلاس کے تو وہ پان میں کاسٹیلوں کی بھر مار پاتے ہیں - نتیجہ یہ ہوتا ہے کہ بوبا فائیڈ پیسنجرس کو جگہ نہیں ملتی ہے اس کو کوئی دیکھنے والا نہیں ہے -

پروٹیکشن فورسز کا یہ حال ہے کہ چوریاں اور ریلوے کا نقصان بڑھتا ہی جا رہا ہے - کروڑوں روپے ریلوے کو لوگوں کو کلیم کے طور پر دینا پڑتا ہے - پھر ایسی فورسیز کو رکھنے کا کیا فائیدہ ہو سکتا ہے - جب ریلوے کو ۲۰ سے ۳۰ کروڑ روپے سالانہ کلیم کی شکل میں دینا پڑتا ہے - تو ایسے بڑے سٹاف کو رکھنے کی کیا ضرورت ہے - اور اگر رکھنے کی ضرورت ہے تو اس کی ایڈمنسٹریشن اس کی جیب پر اس کا بوجھ پڑتا رہیگا اس لئے ان چیزوں کو مد نظر رکھتے ہوئے دوون میں ریلس کرنے کی سخت ضرورت ہے - جہاں تک ایڈمنسٹریشن کی بات ہے اس کو بھی ٹون اپ کرنا چاہئیے حالت دن بدن خراب ہوتی جا رہی ہے - ایسا معلوم پڑتا ہے - کہ کسی پر کوئی ذمہ داری نہیں ہے - اور ہر شخص بالکل آزاد ہے - ذمے داری کس پر ہونی چاہئیے - اس کو کوئی دیکھنے والا نہیں ہے جہاں تک ٹرینوں کے چلنے کا تعلق ہے - وہ تو ایک عام بات ہو گئی ہے - کوئی گاڑی پانچ دس گھنٹے سے کم لیٹ نہیں چل رہی ہے - اس میں سدھار لانے کی ضرورت ہے - اگر ریلوے میں کسی بات کی بڑھوتری ہوئی ہے تو لیٹ رننگ کی ہوئی ہے - اس میں کچھ بھی کمی نہیں ہو پائی اس کو سوچنے کی ضرورت ہے - وقت کی پابندی بہت بڑی بات ہے - اور گاڑیاں ٹھیک سے چلیں اس کا انتظام ہونا چاہئیے -

ٹرین کی صفائی کا یہ عالم ہے کہ دیکھنے سے تعلق رکھتا ہے - اگر آسام میل میں چڑھئیے تو خدا اور بھگوان کی پہلے پوجا کر لیجئیے - تب گاڑی میں چڑھئیے - کیونکہ گرد و غبار کی انتہا ہے - دروازے ٹوٹے ہوئے رہتے ہیں - چاروں طرف گندگی ہی گندگی نظر آتی ہے - اور خدا پناہ ہے - جب آسام میل میں چڑھیے ہیں روح کانپتی ہے ان چیزوں کو دیکھ کر کہ پانی غائب بجلی نہیں اور پنکھا بھی غائب - میں ایک بات عرض کروں کہ رمضان کے مہینے میں جب پچھلے سال میں گھر جا رہا

گوہاٹی میل رکتا ہے ۔ نہ آسام میل رکتا ہے ۔ حالانکہ وہاں پر تہانے ہیں باک آفس ہے ۔ جہاں کی بہت بڑی منڈی ہے ۔ اور ایک امپورٹینٹ اسٹیشن ہے ۔ اس لئے میری گزارش ہے کہ کم سے کم دو منٹ کے لئے وہاں پر گاڑی کو روکنا چاہئے ۔ کیونکہ اسلام پور میں اور کشن گنج میں کورٹ کچہری ہے ۔ اس لئے کچھ لوگ کچہری کے کام سے آتے جاتے ہیں ۔ اگر وہاں گاڑیاں رکنے لگیں تو دونوں طرف کے لوگوں کو آنے جانے میں سہولیت ہو گی ۔ آسانی ہو گی ۔ کورٹ کچہری کرنے میں ۔ پورنیہ کو کاٹ کر آپ نے کٹیہار ضلع بنا دیا ہے ۔ لیکن بارسوئی سے ان کے آنے جانے کی سہولت کے لئے کوئی لوکل ٹرین نہیں ہے ۔ جس سے وہ لوگ کچہری جا سکیں ۔ اس لئے اس طرف جلدی دھیان دینا چاہئے اور ایک لوکل ٹرین بارسوئی سے کٹیہار تک آنے جانے کے لئے صبح شام ہونی چاہئے ۔ ٦

جہاں تک بحالی کا سوال ہے ۔ مجھے اچھی طرح سے یاد ہے کہ چیرمین صاحب آپ اور شری ستپال کپور کے سوال کے جواب میں ۲۹ جولائی کو ریلوے منسٹر نے کہا تھا کہ ایک برسنل آفیسر زون وائیز بحال کرینگے ۔ جو یہ دیکھے گا کہ ہریجنوں اور مسلمانوں کا بحالیوں میں کتنا تناسب ہے اور ہر چھ مہینے کے بعد ہاؤس کو رپورٹ دینگے ۔ ان کو ہر زون میں بحال کیا جائیگا ۔ اور ہر زون کی رپورٹ بحالی کی چھ مہینے کے بعد پارلیمنٹ میں پیش کی جائے گی ۔ یہ ۲۹ جولائی

[شری محمد جمیل الرحمان]

کو ٹون اپ کیجئے ۔ اس کو اچھا بنائیے ۔ تاکہ صحیح معنوں میں جو دیش کا نقصان ہو رہا ہے ۔ اس کو روکنے میں کامیاب ہو سکے ۔

آخر میں ایک دو باتیں اپنے حلقے کے بارے میں کہنا چاہتا ہوں ۔ کشن گنج ریلوے اسٹیشن پر تیسرے درجے کا کوئی ویٹنگ روم نہیں ہے ۔ جبکہ وہاں تیسرے درجے کے مسافر زیادہ ہوتے ہیں ۔ کشن گنج ٹاؤن میں جو نیشنل ہائی وے نمبر ۳۱ ہے جو آسام دارجلنگ نیفہ منی پور اور مزورم کو کونیکٹ کرتا ہے ۔ لیکن وہاں پر اوور برج نہیں ہے ۔ میں جب سے اس ہاؤس کا میمبر ہوا ہوں ۔ تب سے برابر اس سوال کو اٹھا رہا ہوں ۔ کہ ایک اوور برج کشن گنج میں ہونا چاہئے ۔ ایک اوور برج پورنیہ جنکشن پر ہونا چاہئے ۔ ایک ٹھاکر گنج میں ہونا چاہئے ۔ ایک پوتھیاس میں ہونا چاہئے لیکن اب تک کچھ نہیں ہو پایا ہے ۔ میری سمجھ میں نہیں آتا کہ یہ مانگ کب تک پوری ہوگی ۔ کہیں ایسا تو نہیں ہے "کہ ہم خاک ہو جائیں تیرں زلف کے سر ہونے تک" ۔ ان باتوں کی طرف دھیان دینے کی ضرورت ہے ۔

ابھی میں پٹنہ گیا تھا ۔ مجھ سے ایک یوتھ کانگریس کا ڈیپوٹیشن ملا ۔ انہوں نے کہا کہ ہم لوگوں نے پوٹھیا میں گوہاٹی لکھنؤ ایکسپریس کا گھیراؤ کیا تھا ۔ وہ ایک امپورٹینٹ اسٹیشن ہے سلیگڑی اور کشن گنج کے بیچ میں ۔ صرف ایک پیسنجر ٹرین ہے ۔ نہ وہاں اودھ تیرہت میل رکتا ہے ۔ نہ

نظر نہیں آرہا ہے ۔ میں سوفیصدی متفق ہوں کہ ایک انڈسٹری میں ایک یونین ہونی چاہئے ۔ کسی کے بھی دباؤ میں آکر منتری مہودے کو کام نہیں کرنا چاہئے ۔ کسی قیمت پر نہیں کرنا چاہئے ۔ انہوں نے ایک اچھا قدم پچھلے مہینے اٹھایا تھا ۔ پورا مدن اور سارے لوگ ان کے سانھ ہیں جینتی جنتا ٹرین دھلی سے سمتی پور جو آپ نے چلائی ہے ۔ اس کا بڑا سواگت ہوا ہے ۔ میری دوخواست ہے کہ اس سلسلے میں باٹی ویکل کونیکٹنگ ٹرین بیرونی سے جوگ بنی ہونی چاہئے ۔ جو انٹر نیشنل یارڈر پر ہے ۔ اس کو آپ ایکسپیریمینٹ کر کے دیکھیں ۔ جس دن یہ وہاں پہنچے ۔ اس دن کونیکٹنگ ٹرین آپ دے دیں تو آپ کو بسنجز ضرور ملینگے ۔

ڈی ایل ڈبلیو وارانسی پر آپ کروڑوں روپیہ خرچ کر رہے ہیں ۔ اس کی طرف کسی کا دھیان نہیں ہے ۔ بجٹ اسپیچ میں اس پر آپ نے کوئی تذکرہ نہیں کیا ہے ۔ وہاں جتنی کیپیسٹی ہے ۔ اس کے مطابق کام نہیں ہو رہا ہے۔ کچا مال سپلائی نہیں ہو رہا ہے۔ ورکرز بیکار بیٹھے ہیں ۔ بہت سے ورکرز بددل ہو چکے ہیں ۔ چونکہ ان کے پروموشن کے کیسز بہت دنوں سے کھٹائی میں پڑے ہوئے ہیں ۔

ایک آخری بات میں ریلوے ٹائم ٹیبل کے بارے میں کہنا چاہتا ہوں ۔ پچھلے سیشن میں بھی میں نے اس کے بارے میں کہا تھا ۔ ہندی اردو بنگلا وغیرہ میں یہ کیوں نہیں چھپتے ہیں۔ کیا صرف ایک بدیشی بھاشا میں ہی ہمیشہ کی بات ہے ۔ میرا خیال ہے کہ ابھی تک کچھ نہیں ہوا ہے ۔ ہم لوگ جاننا چاہتے ہیں ۔ کہ ریل منسٹر الیہ کی طرف سے کیا قدم اس بارے میں اٹھائے گئے ہیں ۔ جو آشوانشن ۲۹ جولائی ۱۹۷۳ کو ہاؤس میں دیا گیا تھا اس کا امپلیمینٹیشن کہاں تک ہوا ہے ۔ یہ جو سوال تھا یہ آپکا اور شری ست پال کپور کا تھا ۔

ویگنز اور کیٹرنگ کا جہاں تک سوال ہے کتنے ہریجنوں کو یا مانیور پٹیز کمیونٹی کے لوگوں کو لائیسنس دئے گئے ہیں ۔ یہ بھی دیکھنے والی چیز ہے ۔ ان کے سانھ بہت غیر انصافی ہو رہی ہے ۔ ایک ایک آدمی ۲۰-۲۰ کے نام سے درخواستیں دیتا ہے ۔ اور سیل کرتا ہے ۔ اس معمولی سی بات کا کیا آپ پتہ نہیں لگا سکتے ہیں ۔ میں سمجھتا ہوں کہ ایک مکمل سازش آل انڈیا لیول پر ہری جنوں اور مانیور پٹیز کمیونٹی کے خلاف رچی گئی ہے اور یہ اس لئے کیا گیا ہے ۔ کہ ان کو نیشنل مین سٹریم سے دور رکھا جائے۔ جو یقین دہانی آپ نے ۲۹ جولائی ۱۹۷۳ کو دیا گیا تھا ۔ اس بارے میں کیا کیا ہے ۔ یہ ہمیں پتہ چلنا چاہئے ۔ اس کی رپورٹ ہر چھ مہینے کے بعد ہمارے سامنے اس ہاؤس میں آنی چاہئے ۔ کلاس تین اور چار کی بھالیاں لو کل ہونی چاہئے ۔ اور ان کے لئے لو کل پیپرز مین ایڈورٹائیز مینٹ نکلنے چاہئیں ۔

سٹرائیک کیوں ہوتی ہیں ۔ زندگی کو کیوں دوبھر کیا جاتا ہے ؟ دوسری طرف کے لوگوں کو کچھ بھی

[شری محمد جمیل الرحمان
چھاپے جانے ہیں - اس طرف بھی آپ
کو دھیان دینا چاہئے -]

17 hrs.

SHRI SHANKER RAO SAVANT (Kolaba) : Mr. Chairman, Sir, the Railway Minister deserves more sympathy than approbation for his Budget Owing to a malignant confluence of hostile circumstances like price rise, oil shortage, wild cat strikes, incessant bandhs etc., the Railway Minister found all his last year's calculations upset and he has had to perform a feat of tight-rope walking. A good many of these hostile circumstances were outside his control. But there were some where he could have shown a better performance. I mean, in the handling of the strikes. He is himself to blame for the spineless attitude which he took in August last when the locomen went on strike, which cost the Railways Rs. 21 crores and which fanned the flames for aggressive demands afterwards. Thereafter, the Railway Minister took some lesson from the effects of this weak-kneed policy adopted in August 1973 and showed a slightly better performance at the time of the next strike, with the result, the Railway Admmistration has been saved from a dismal surrender. The go-slow and the work-to-rule tactics still continue and we have only to pray to God that the Railway Minister will not kneel down again to these anti-national agitations.

Let me make a suggestion about the Railway Protection Force. There is much talk about the streamlining of its work for a good many years, but absolutely no improvement has become visible so far. The pilferage and danger to life are as acute as before. Nobody would object to the improvement of service conditions and the promotion prospects of the Railway Protection Force. The question is whether their utility as protectors of life and property will be increased. The leisurely way in which they go to their work and their semi-somnolent faces do not inspire any confidence in the eyes of the people. It is for the railway administration to see that they show at least as much efficiency as the State Police. This can be done only if the officers are given rigorous training, as is done in the Police Training Schools, and the work of detection of crime is given to them, along with the work of protection of life and property. There is no reason why their training and efficiency should in any way be less rigorous than the training of the State Police.

Lastly, I want to draw his attention to an exceedingly tantalising statement made by him on page 11 of his budget speech. He has stated there that sanction has been accorded to the execution of earth work in the Apta-Dasgaon section. What does this sanction signify ? Does it signify that he is going to take up the earth work at least this year ? The answer will be "No" because there is absolutely no provision for this so-called earth work in the budget As a matter of fact, all types of surveys on the Apta-Dasgaon line have been completed long ago. There is no reason why work on this line should not be started immediately. It may be that some surveys of the Dasgaon-Mangalore line are incomplete, but that is no reason why work on the Apta-Dasgaon line should be held up. Or are we to suppose that the equivocal assurance given in the speech, *viz.* "sanction has been accorded to the execution of earth work on the Apta-Dasgaon section is only a carrot dangled before the eyes of the perpetually-neglected and oft deceived people of Konkan ?

I have, therefore, to make a fervent request to the Railway Minister not to indulge in any such gimmicks and to start the work on the Apta-Dasgaon line immediately. The Planning Commission too need not delay its sanction to part of the big Apta-Mangalore *i.e.* West Coast line scheme but give its sanction immediately The remaining part may be taken up afterwards. Let not the satement regarding the taking up of work in backward areas remain a mere platitude. These platitudes are repeated from year to year and are now worn out It is time that some serious action is taken on them.

With these words, I support the Railway Budget and make a fervent request once again that the Railway Minister be pleased to stand by his promise of last year of taking up the earth construction work in backward areas like the Konkan, whose demand for railways is more than 50 years old. With these words, I again support the Railway Budget.

श्री रामसूरत प्रसाद (बांसगांव) . सभापति महोदय, आजादी के बाद इन छब्बीस वर्षों में यातायात के साधनों में काफी सुधार और विकास हुआ है और जनता में उन साधनों का उपयोग करने की इच्छा भी बढ़ी है । लेकिन जिस अनुपात में जनता में यात्रा करने की इच्छा बढ़ी है और यात्रा करने वालों की संख्या में वृद्धि हुई है, उस अनुपात में यातायात के साधनों का उपलब्ध नहीं कराया जा सका है ।

यातायात के साधनों में रेलों का प्रमुख स्थान है । रेलवे मंत्रालय यात्रियों को ज्यादा से ज्यादा सुविधायें प्रदान करने के लिये साधन इकट्ठा करने की दिशा में प्रयत्नशील है और इस बजट में भिन्न-भिन्न प्रकार के किरायों में वृद्धि करके साधन इकट्ठा करने की व्यवस्था की गई है । लेकिन किरायों में वृद्धि की उपयुक्तता तभी सिद्ध होगी, जब उस पैसे से यात्रियों को अधिक से अधिक सुविधायें प्रदान की जायेंगी । चूंकि सब रेल-यात्रियों में तृतीय श्रेणी के यात्रियों की संख्या सब से अधिक है, और यात्रा करने में उन को सब से अधिक कष्टों का सामना करना पड़ता है, इसलिये उन की सुविधाओं की ओर विशेष ध्यान देना चाहिये ।

रेलवे एक बहुत बड़ा विभाग है, देश भर में जिस के नौ जोन हैं । इस विभाग में अनुसूचित जातियों के लोगों का रिजर्वेशन पूरा नहीं हुआ है । मैंने सरकारी रिपोर्ट में देखा है कि क्लास वन और टू में जहां अनुसूचित जातियों के लिये 15 परसेंट रिजर्वेशन रखा गया है, वहां सिर्फ 3 8 परसेंट लोग रखे गये हैं । इसी तरह क्लास थ्री में, जिस के लिये लाखों की संख्या में इन्टरमीडिएट , ग्रेजूएट और पोस्ट-ग्रेजूएट पास शिड्यूल्ड कास्ट्स के लोग उपलब्ध हैं, इस वर्ग के लोग केवल 8 79 परसेंन्ट हैं, जबकि उन के लिये 15 परसेंट रिजर्वेशन रखा गया है । मैं यह जानना चाहता हूं कि रेलवे मंत्रालय इस दिशा में कौनसी सख्त कार्यवाही करने जा रहा है, जिस से यह रिजर्वेशन जल्दी से जल्दी पूरा हो, क्योंकि आजादी के बाद छब्बीस वर्ष व्यतीत होने के बाद भी हरिजन बहुत बड़ी संख्या में बेकार पड़े हुए हैं ।

जैसा कि इस रिपोर्ट में बताया गया है, रेलवे में शिड्यूल्ड कास्टस का कोटा पूरा करने के लिये एक स्पैशल सैल बनाया गया है । इस के अतिरिक्त प्रत्येक जोनल रेलवे में पर्सोनल डिपार्टमेंट को भी सुदृढ़ किया गया है और केवल इस काम की देखभाल करने के लिये एक सीनियर पर्सोनल आफिसर की नियुक्ति की गई है । लेकिन मैं समझता हूं कि इस काम में बड़ी शिथिलता बरती जा रही है । जब तक ऐसी व्यवस्था नहीं की जायेगी कि जो लोग भर्ती के लिये जिम्मेदार हैं, अगर वे अनुसूचित जातियों के कोटे का समय पर पूरा नहीं करते हैं, तो उन की आचरण-पंजी में प्रविष्टि की जायेगी, तब तक रेल सेवाओं में इस वर्ग का कोटा पूरा नहीं हो पायेगा ।

मंत्री महोदय ने हर एक जोनल रेलवे में एक सर्विस कमीशन खोलने की बात कही है । गोरखपुर एक प्रमुख स्थान है और रेलवे का हैडक्वार्टर है । मेरा सुझाव है कि गोरखपुर में एन०ई० रेलवे के सर्विस कमीशन का कार्यालय खोला जावे । साथ ही अगर गोंडा से लेकर बिहार के कुछ हिस्से का काट कर एक डिविजलन आफिस गोरखपुर के बना दिया जावे, तो उस में काफी सहूलियत हो जायेगी।

बड़ी लाइन में कनवर्शन का काम शुरू हो गया है, लेकिन इस सम्बन्ध में जिस तेजी से बिहार में काम हो रहा है, उस तेजी से उत्तर प्रदेश में बाराबंकी और गोरखपुर क्षेत्रों में नहीं हो रहा है। मैं चाहता हूं कि इस एरिया में भी यह काम तेजी से शुरू किया जावे, ताकि यह रेलवे लाइन भी साथ-साथ तैयार हो सके ।

सब से महत्वपूर्ण बात यह है कि गोरखपुर जिला, जिसमें मेरी पार्लियामेंटरी कास्टीट्युएन्सी, बांसगांव, भी है, बहुत ही पिछड़ा हुआ क्षेत्र है । चूंकि वहां रोजी-रोटी का कोई साधन नहीं है, इसलिये वहां

[श्री राम सूरत प्रसाद]

से बहुत बड़ी संख्या में लोग रोजगार पाने के लिये न केवल देश के कोने-कोने में, बल्कि विदेशों में भी, गये हैं। कोई भी उद्योगपति वहां पर उद्योग लगाने के लिये तैयार नहीं है, क्योंकि वहां पर यातायात का कोई साधन नहीं है। यातायात का साधन केवल रेलवे ही हो सकती है। वहां रेलवे लाइन निकालने के बारे में मैंने श्री हनुमन्तैया श्री पाई, श्री ललित नारायण मिश्र और प्रधान मंत्री जी को पत्र लिखे हैं। इन तीनों मंत्रियों की ओर से यह उत्तर आया कि चूंकि इस क्षेत्र में कोई उद्योग नहीं है, जिसके कारण वहां रेलवे लाइन अलाभकर सिद्ध होगी, इसलिये बेहतर दिन आने पर इस बारे में विचार किया जायेगा।

मैं निवेदन करना चाहता हूं। कि अविकसित क्षेत्रों के विकास की जिम्मेदारी सरकार पर है। अगर सरकार वहां यातायात के साधन उपलब्ध नहीं करेगी, तो कोई उद्योगपति वहां उद्योग नहीं लगायेगा। इसलिये यह तर्क कोई अच्छा प्रतीत नहीं होता है कि चूंकि वहां कोई उद्योग नहीं है, इसलिये वहां रेलवे लाइन नहीं निकाली जायगी। जहां तक बेहतर दिन आने का सम्बन्ध है, हमारी टर्म के तीन साल खत्म हो गये हैं और दो साल बचे हैं। मुझे तो ऐसा महसूस होता है कि हमारे और मंत्री महोदय दोनों के बेहतर दिन तभी आयेंगे, जब हम दोनों इस सदन के सदस्य नहीं रहेंगे।

मैं चाहता हूं कि मंत्री महोदय हमारे क्षेत्र की ओर विशेष ध्यान दें। चुनाव के सिलसिले में वह वहां गये थे और उस क्षेत्र के पिछड़ेपन को उन्होंने स्वयं देखा है। इस सम्बन्ध में मेरी उन से बातचीत भी हुई है। यह उचित होगा कि वह इस सदन से यह आश्वासन दें कि वह वहां सर्वे करा कर रेलवे लाइन निकालने की व्यवस्था करेंगे, ताकि उस पिछड़े क्षेत्र का उद्धार हो सके। यद्यपि सीधी भर्ती और पदोन्नति में तो शिड्यूल्ड कास्ट्स के लोगों के लिये रिजर्वेशन की व्यवस्था है, लेकिन अपग्रेडिंग का बीच कर एक ऐसा कैडर निकाला गया है, जिसके जरिये पदोन्नति की जाती है, अगर उस में रिजर्वेशन की व्यवस्था नहीं है। मैं चाहूंगा कि अपग्रेडिंग की व्यवस्था को समाप्त कर दिया जाये, और अगर उस को रखना है, तो उस में शिड्यूल्ड कास्ट्स के लोगों के लिये रिजर्वेशन की व्यवस्था की जाये।

मेरे निर्वाचन क्षेत्र में सरकार नगर एक बड़ा महत्वपूर्ण स्थान है। वहां कोई एक्सप्रेस गाड़ी नहीं रुकती है। 9-अप और 10 डाउन ऐसी सुविधाजनक गाड़ियां हैं, जिन के वहां रुकने से वहां के लोगों को लाभ होगा। इस लिये उन गाड़ियों को वहां रोकने की व्यवस्था की जाये।

पीछे गोरखपुर अस्पताल में हजारों रुपये की दवाओं की चोरी की घटना हुई थी, जो एक फर्म को बेची गई थीं। पता नहीं, रेलवे मंत्रालय ने इस सिलसिले में क्या कार्यवाही की है। मैं चाहूंगा कि सम्बद्ध कर्मचारियों के विरुद्ध सख्त से सख्त कार्यवाही की जाय, ताकि भविष्य में इस प्रकार दवाओं की चोरी न हो।

गोरखपुर में माल गोदाम गोरखपुर मुख्य स्टेशन पर ही है। वहां इतनी भीड़ होती है कि लोगों को वहां माल लाने ले जाने में बड़ी दिक्कत होती है। गोरखपुर शहर से पहले ही एक नगर सूरजकुंड है। अगर वहां माल-गाड़ियों के रुकने और गोदाउन की व्यवस्था कर दी जाये, तो व्यापारी आसानी से अपना सामान वहां ला और ले जा सकेंगे।

गोरखपुर शहर के अन्दर जैटपुर धर्मशाला स्थान की स्थिति ऐसी है कि नीचे से हो कर सड़क गई है और ऊपर रेलवे लाइन है। पानी इतना भरा रहता है कि वहां नीचे से सड़क के रास्ते सवारियों को निकालना बड़ा मुश्किल होता है। मैं चाहूंगा कि मंत्री महोदय इस क्षेत्र में जो कनवर्जन कर रहे हैं, उसके साथ यह भी व्यवस्था करें कि गोरखनाथ मन्दिर की ओर जाने वाला सड़क पर, जैटपुर धर्मशाला के पास और कूड़ाघाट गेट, इन स्थानों पर सीवरलिफ्ट बनवा दिये जायें जिससे सड़क के यातायात में भी सुविधा हो और रेलवे लाइन का भी काम चालू रहे।

इन शब्दों के साथ मैं रेलवे बजट का समर्थन करता हूं।

सभापति महोदय : जैसा कि माननीय सदस्य जानते हैं, यह चर्चा आज समाप्त होने वाली है । इसलिये अब समय की पाबन्दी और ज्यादा करनी पड़ेगी । मैं माननीय सदस्यों को सावधान करना चाहता हूं कि उन्हें केवल तीन बीस मिनट का समय मिलेगा ।

श्री चारुचन्द्र झा (सहरसा) सभापति महोदय इस अभाव अशान्ति और हड़तालों के जमाने के गत एक वर्ष की अवधि में वर्तमान रेल मंत्री जी ने जिस क्षमता सहिष्णुता और मनिशील समाजवादी दृष्टिकोण का परिचय दिया है मैं उस के लिये उन को धन्यवाद देता हूं । इन कठिनाइयों और असुविधाओं के बावजूद इस अवधि में जहां अकालग्रस्त और अभावग्रस्त क्षेत्रों में खाद्यान्न पहुचाने का सफल प्रयास किया गया है वहां यातायात की साधारण व्यवस्था कायम रखी गई है । इतना ही नहीं कई जगह पुरानी रेलवे लाइनों को जो बरसों से खराब और ध्वस्त पड़ी हुई थीं पुनः चालू किया गया है और कई जगह नई रेलवे लाइनें चालू की गई हैं ।

सभापति महोदय माननीय सदस्य अपने सुझाव दें ।

श्री चारुचन्द्र झा निस्सन्देह यह बहुत ही साहसिक कदम है । यद्यपि आज मूल्य-वृद्धि और अभाव की स्थिति में समाज का हर वर्ग प्रभावित हुआ है इसमें दो राय नहीं हैं । लेकिन आप यह भी जानेंगे कि रेल विभाग अपने कर्मचारियों को जो वेतन और सुविधायें देता है । अन्य सरकारी महकमों के कर्मचारियों को भी उतना वेतन और वैसी सुविधायें आज उपलब्ध नहीं है । इसके बावजूद भी रेल में इसके दो आये दिन हड़ताल बन्द और दूसरी इस तरह की स्थिति पैदा की जाती है । जो एक बहुत ही चिन्ता की बात है। मैं रेल कर्मचारियों से आग्रह करना चाहूंगा कि इसी संकट की घड़ी में उन्हें देश की वर्तमान स्थिति का मद्देनजर रखते हुए और आम लोगों की जो हालत है आज के युग में उसे ध्यान में रखते हुए। थोड़ा इन छद्म हरकतों से परहेज करना चाहिये । साथ ही मैं रेल मंत्री जी से आग्रह करना चाहूंगा कि जिस तरह बीज आदि इत्यादि की एक लाइन तैयार करके सरकार रखती है और संकट के मौके पर उससे काम लेती है उसी तरह की व्यवस्था रेल में भी हर तबके के कर्मचारियों की एक दूसरी कतार प्रशिक्षित कर के रखी जानी चाहिये ताकि जो सचमुच द्रोही समाज के दुश्मन और राष्ट्र द्रोही तत्व इन कर्मचारियों के बीच में घुस कर अपने छोटे से स्वार्थ की सिद्धि के लिये देश को बरबाद करने पर तुल जाते हैं ऐसे संकट के मौके पर उन लोगों से काम लिया जा सके जिससे देश की यह प्रणाली ठप्प हो अवरुद्ध न हो जाये ।

मैं अपने क्षेत्र की कुछ खास असुविधाओं की ओर रेल मंत्रालय और मंत्री महोदय का ध्यान दिलाऊंगा । ऐसा कहा जाता है कि पूर्वोत्तर रेलवे का सीमा क्षेत्र बहुत बड़ा है । क्या यह सम्भव हो सकता है कि इसे दो भागों में बांटा जाय और इसके पूर्वी भाग आ०एन०एफ० रेलवे का कुछ मध्यिमी हिस्सा लेकर एक दसवां रेलवे का जोन बना दिया जाय। साथ ही उस जोन के लिये इधर कोई उच्च का एक हैड आफिस बना दिया जाय तो यह एक बहुत बड़ी चीज होगी और शायद इससे रेल के संचालन और प्रशासन में भी सुविधा होगी । मैं चाहूंगा रेल मंत्रालय इस पर विचार करे ।

दूसरी बात सहरसा जो कोसी कमिश्नरी का प्रधान केन्द्र स्थान है वहां रेलवे के एक डिवीजन की भी व्यवस्था की जानी चाहिये । मंत्री जी स्वयं जानते हैं । उस क्षेत्र में वह आते हैं । उन्होंने उत्तर की ओर से बर्बाद पुरानी रेल लाइन को पुनः चालू करने की व्यवस्था कर दी है। वहां के लोग इस के लिये उनके कृतज्ञ हैं । अब मैं यह आग्रह करूंगा कि कोसी पर पुल बना कर निर्मली और सरायगढ़ को मिलाने की व्यवस्था मंत्री जी कर दें । उसी क्रम में मैं कहना चाहूंगा कि पार्श्ववर्ती सड़क पर कोसी के ऊपर जो पुल बनाने का सरकार का निर्णय हुआ है अगर उसे रेल-कम-रोड पुल बना दिया जाय तो उस से बहुत बड़ा काम हो जायेगा वर्षों से कोसी के कारण विच्छिन्न सम्बन्ध जुड़ जायेगा और उत्तर बिहार के [लोगों के लिये एक वरदान प्रमाणित होगा । मंत्री जी ने स्वयं इस पिछड़े क्षेत्र के विकास के लिये अब तक जो प्रयास किया है जो सेवा की है उस कड़ी में यह कार्य सोने में सोहागा के समान होगा ।

[श्री चिरन्जीव झा]

दूसरी चीज मैं यह कहना चाहता हूं कि मधुपुरा से सिंहेश्वर का जो स्थान है उस सिंहेश्वर स्थान को सभापति महोदय भी जानते हैं कितना प्रशस्त स्थान है और कितना बड़ा मेला वहां लगता है अगर वहां रेलवे लाइन से लिंक जोड़ दिया जाय और वहां से भीमशंकर को जोड़ दिया जाय तो इस से लोगों को बड़ा फायदा होगा और रेलवे को भी बहुत बड़ा फायदा होगा ।

SHRI SYED AHMED AGA (Baramulla) : Mr. Chairman, Sir, I will not make a speech; I have come here to give certain points on this Railway Budget for the consideration of the hon. Railway Minister. I support the Railway Budget. But it seems that Kashmir is not at all in the mind of the Railway Minister. Jammu was re-connected after 26 years. In 1960 Bourbelle gave a report saying that Srinagar could be connected with Jammu which was already on the Railway map. The Railway Minister does not seem to have bothered to read this report or other reports that were given earlier to this. The reports had said that Srinagar cannot be connected with Rawalpindi as the hills between Srinagar and Rawalpindi are not strong for laying down a railway line, whereas, railway line can be laid between Jammu and Srinagar.

Sir, it has come to my knowledge that the Northern Railway lane surveyed the Kashmir valley so that Kazigond and Baramulla could have a railway link. I don't know if the survey is completed and when the hon. Minister proposes to have this railway line. But, what I am insisting is that they must construct Jammu and Srinagar line on top-priority basis. It cannot wait any longer. Kashmir is isolated; this feeling of isolation must end. I hope that they will do it very soon.

My point number two is this, Sir. There is a holiday-home in Srinagar. It is near the Stadium. What it faces is a slum area which is in front of it. Why could not they have it on the boulevard overlooking the Dal Lake, if it was going to be a fit holiday-home ? In any case, I would expect that they will have another holiday-home now on the boulevard near about the gardens.

I am only mentioning my points very briefly. I now come to the Third Class passengers. The main income of the Indian Railways is from the Third Class passengers. Third class passenger earnings because of increase in fare is Rs. 34.54 crores whereas First Class gives them only Rs. 4.45 crores. But there are no amenities given to the Third-class passengers. I urge upon the hon. Minister the need to provide these basic facilities and amenities. What we find is that there is much over-crowding and there is not even water for them to drink, as another hon. Member has also mentioned. I request that amenities must be provided to third-class passengers.

The Government proposes to electrify the main trunk routes but they want to have power houses in the sixth plan only I ask : Why can't you have it in the Fifth Plan ? Why do you postpone it to the Sixth Plan ? They don't seem to be serious about it. If it is so urgent especially because of the present oil crisis why cannot they have it in the Fifth Plan rather than postponing it to the Sixth Plan ? This is my submission. Otherwise, this electrification scheme will be just a pious wish only, Sir. And actually it may not happen. So, with these few words, I want to conclude with the following couplet of Ghalib :

यारब वह न समझे हैं न समझेंगे मेरी बात,
दे और दिल उन को जो न दे मुझको जबां और ।

یارب نہ وہ سمجھیں ہیں نہ سمجھیں گے میری بات
دے اور دل ان کو جو نہ دے مجھ کو زباں اور

18 hrs.

श्री राज प्रकाश (अम्बाला) : चेयरमैन साहब, रेलवे का यह बजट इस में कोई शक नहीं काफी सुधार लावेगा, इस लिये मैं मंत्री महोदय को बधाई देता हूं । आज देश की प्रगति का सारा दारोमदार रेलवे पर है । सरकार ने पिछले कई सालों में

इस महकमें में सुधार लाने की काफी कोशिश की है, मगर मर्ज बढ़ता गया ज्यों ज्यो दवा की।

आज देश के अन्दर जो महंगाई है इस का सब से बड़ा कारण रेलवे का टाइम पर मूवमेंट न होना है। मुझे अफसोस के साथ कहना पड़ता है कि इस डिपार्टमेंट के अन्दर सब से ज्यादा हड़तालें होती है और उन हड़तालो का असर तमाम देश पर पड़ता है। आज दिल्ली के अन्दर या किसी भी स्टेट को ले लीजिये, कोयले के लिये कितना हाहाकार मचा हुआ है। हालांकि जहा पर हमारी माइन्ज है, वहा लाखो टन कोयला साइडिंग पर पड़ा हुआ है। लेकिन हमारे पास वैगन्ज नही हैं, अगर रेलवे वैगन्ज चलती है तो रेल कर्मचारी हड़ताल कर देते हैं। पिछली दफा मैंने अपने काल-अटेन्शन मोशन मे मिनिस्टर साहब से यह कहा था कि जब तक हमारे देश की हालत नहीं सुधरती, उस वक्त तक कम से कम दो साल के लिये, इस देश मे हड़तालें कानूनी तौर पर बन्द कर दी जाय और जो पार्टी हड़तालो को उभारती है, लोगों को बरगलाने की कोशिश करती है, उन के ऊपर कत्ल के जुर्म का मुकदमा चलाया जाय, तब हमारे देश की हालत सुधार सकती है, वरना नही सुधरेगी। मिश्रा साहब, सारी पार्लियामेंट आप के साथ है, आज देश के अन्दर लोगो को जो तकलीफे हो रही है उसके लिये जनता आप को जिम्मेदार ठहरती है, हम को जिम्मेदार ठहराती है। इस लिये हमारी तरफ से आप को खुली छूट है, रेलवे को सुधारने के लिये आप जितने सख्त से सख्त कदम उठा सकते हैं, उठाइये, सारी पार्लियामेंट के मेम्बर्स आप के साथ है, सिवाय चन्द पार्टियो के।

चेयरमैन साहब, आप ने अखबारो मे पढ़ा होगा, हमारे देश में एक नोबल-प्राइज विनर आये हुए है, व्हीट के बारे मे उन का एक बयान निकला है। उन्होने कहा है कि हरियाणा और पंजाब को डीजल दिया जाय तो अभी भी 15 लाख टन गल्ला ज्यादा पैदा हो सकता है, क्योंकि हरियाणा और पजाब में बिजली की कमी है, वहां पर ट्यूब-वैल नही चल सकते हैं। अगर डीजल मिल जाये तो ट्यूब-वैलो को चला कर इतना ज्यादा गल्ला पैदा कर सकते हैं। मैं माननीय मंत्री जी से निवेदन करूंगा — हरियाणा और पंजाब को जितनी जल्दी हो सके डीजल भेजने की कृपा करें ताकि किसान अपने ट्यूब-वैल चला सकें।

अब मैं अपने क्षेत्र की बाबत कुछ कहना चाहता हू—जगाधरी, जण्डीसढ, जगाधरी-पांवटा रेलवे लाइने अण्डर-कस्ट्रक्शन है, उन का सर्वे हो चुका है। मैं चाहता हू कि इन को जल्द से जल्द पूरा किया जाय।

मैंने रेल मंत्री जी से पहले भी निवेदन किया था—अम्बाला और सहारनपुर के दरमियान आज 5 पैसेन्जर ट्रेनें आने-जाने के लिये चलती हैं। इन के बीच मे 12 रेलवे स्टेशन है। एक गाड़ी सवेरे चलती है शाम को वापस आती है, इतनी कम गाड़ियों मे बतलाइये किस तरह जनता का भला हो सकता है। मैं चाहता हू कि इन मे कम से कम दो-चार ट्रेनों का इजाफा किया जाय।

अम्बाला छावनी और सहारनपुर के दरमियान एक स्टेशन बराडा है, जहा जनता एक्सप्रेस पहले रुका करती थी लेकिन अब वह स्टापेज बन्द कर दिया गया है। मैं चाहता हू कि स्टापेज को फिर से खोल दिया जाय, इस मे जनता को बहुत दिक्कत हो रही है।

SHRI D. K. PANDA (Bhanjanagar) Mr. Chairman, Sir, it has been declared times without number that railways play a vital role in the transport system as it provides a reliable and bulk carrier transport service for mineral, agricultural and industrial development. But inspite of such declarations as far as Orissa is concerned though it is a very backward State where mineral resources are plenty no development has been made for railways are concerned. Now Gopalpur port has already been sanctioned and this has to be connected with the hinterland, that is, from Behrampore, Aska, Bhanjanagar and from Balangir there will be one line upto Raipur. That had been surveyed in 1946 at the time of the British. There was another survey in 1947. Though the survey has been made twice yet the Ministry is remaining silent over this issue in spite of he fact that several representations have

[Shri D. K. Panda]

been made by the Orissa Government. So, I want a specific answer to this as to why it should not be developed as it will make huge contribution to the national development connecting the Gopalpur port with its hinterland.

My second point is that Orissa is very badly affected because of the accumulation of pit-head stocks of coal due to non-supply of wagons. Now, there are two or three telex messages sent by the Orissa government to the Chairman, Railway Board in the month of February saying : "There is acute scarcity of petrol and diesel in Rourkela Private transport and also HSI transport at standstill. Difficulty is partly due to trouble in Barjamanda marshalling yard. Kindly take up the matter with the Railway Board for speeding up the wagon movement"

This is very important and all the essential commodities, especially sugar, kerosene, petrol, coal and soft-coke are not being supplied to the different areas and especially the industrial areas like Rourkela due to insufficient number of wagons Due to non-supply of soft-coke the people are suffering the worst. The wagon supply should be immediately met to the required extent and that will solve the problem.

डा० कैलास (बम्बई-दक्षिण) : सभापति महोदय, रेलवे बजट के समर्थन के लिये खड़ा हुआ हू। मैं रेलवे मंत्री जी को बधाई देना चाहता हू—उन्होंने एक नया मोड़, एक नया रास्ता इस देश के लिये कायम किया है कि जो भी पिछड़े क्षेत्र हैं, उनमे भी रेलें दी जायेंगी ताकि उन क्षेत्रो का भी विकास हो सके ।

मैंने उन के भाषण को बड़े ध्यान से पढा—रत्नागिरी-कोलाबा क्षेत्र जो महाराष्ट्र के लिये बहुत महत्वपूर्ण क्षेत्र है, वहां पर जो रेलवे लाइन जाने वाली थी, जिसे हम वैस्ट-कोस्ट रेलवे कहते हैं—उस मे पिछले वर्ष स्केअरसिटी वर्क की योजना के अन्तर्गत काफी अर्थ-वर्क हुआ भी है । और अब वह काम अधूरा रह गया है । कृपा कर उसे अपने हाथ में ले लेंगे तो जो आप ने अपने भाषण मे कहा है उस की पूर्ति कर सकेंगे ।

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कल राजधानी ट्रेनिंग शुरू की गई तो कहा गया था कि 17 घंटे मे दिल्ली से बम्बई और बम्बई से दिल्ली पहुंचा जा सकेगा । लेकिन अभी तक वह नौबत नहीं आयी है । मेरा निवेदन है कि उस की स्पीड बढ़ाइये जिस से बम्बई से दिल्ली का फासला 17 घंटे में पूरा किया जा सके । आजादी से पहले फ्रन्टियर मेल 21 घंटे में दिल्ली से बम्बई और बम्बई से दिल्ली पहुंचा करता था। लेकिन अभी तक वह 22, 23, 24 घंटे का समय लेता है । उस की भी स्पीड को बढ़ाना चाहिये । जिससे फ्रन्टियर मेल 21 घंटे मे दिल्ली–बम्बई का रास्ता तय कर सके ।

टी०टी०ई० और टी०टी० आई० को रनिंग स्टाफ नही मान रहे हैं । उस मे क्या परेशानी है यह मैं जानना चाहता हू । जब ड्राइवर और गार्ड को आप रनिंग स्टाफ मानते हैं तो उन को भी मानना चाहिये । आप ने कहा है कि रिजर्वेशन के लिये एक वर्ष का समय बढ़ा दिया गया । इतनी लम्बी अवधि देने से तो ब्लैक और बढ़ जायगा । अभी राजधानी का टिकट 50 रु० ब्लैक देने से मिल जाता है । यह कैसे मिल जाता है ? इस बारे म कुछ विचार कर के उचित कार्यवाही करनी चाहिये । आप ने कुछ रेलवे के टिकिट बेचने के एजेंटस रखे हुए है । मेरी समझ मे नही आता कि उन को आज भी क्या रखा जा रहा है क्योंकि टिकट तो अपने आप बिक रहे हैं ? तो उनकी एजेंसी की आवश्यकता नही है । क्या इस कमीशन से रेलवे को जो नुकसान हो रहा है । बचाया जाना चाहिये । आप ने जो मुझे समय दिया उसके लिये मैं आप को धन्यवाद देता हू ।

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA) : Mr. Chairman, I am indeed grateful to the House.

MR. CHAIRMAN . He might continue tommorrow.

The House now stands adjourned to meet again at 11 A.M. tommorrow.

18.11 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 13, 1974/Phalguna 22, 1895 (Saka)